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House of Representatives

The House met at noon and was called to order by the Speaker pro tempore (Mr. DESAULNIER).

DESIGNATION OF SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,
June 13, 2022.

I hereby appoint the Honorable MARK DESAULNIER to act as Speaker pro tempore on this day.

NANCY PELOSI,
Speaker of the House of Representatives.

MORNING-HOUR DEBATE

The SPEAKER pro tempore. Pursuant to the order of the House of January 10, 2022, the Chair will now recognize Members from lists submitted by the majority and minority leaders for morning-hour debate.

The Chair will alternate recognition between the parties, with time equally allocated between the parties and each Member other than the majority and minority leaders and the minority whip limited to 5 minutes, but in no event shall debate continue beyond 1:50 p.m.

CELEBRATING NATIONAL DAIRY MONTH

The SPEAKER pro tempore. The Chair recognizes the gentleman from Pennsylvania (Mr. JOYCE) for 5 minutes.

Mr. JOYCE of Pennsylvania. Mr. Speaker, as we celebrate National Dairy Month this June and recognize the incredible work that is done by small dairy farms in Pennsylvania, I am reminded of the words written by Rick Harvey: "And on the eighth day, God looked down on his planned paradise and said, 'I need a caretaker.' So

God made a farmer. God said, 'I need somebody willing to get up before dawn, milk cows, work all day in the fields, milk cows again . . . then go to town and stay up past midnight at a meeting of the school board.' So God made a farmer."

In Congress, I am proud to represent the incredible dairy farmers of Pennsylvania's 13th Congressional District who operate our farms and work to provide the milk, the butter, the yogurt, and the ice cream that Americans eat each and every day.

As a doctor, I have seen firsthand the advantages that providing whole milk has for our Nation's young people. The nutrients, the vitamins, that milk provides are essential to the development of healthy brain tissue, healthy bones, and healthy muscles. That is why it is so important that we once again have whole milk back in schools in the cafeterias so our students can have this each and every day.

This June, as we celebrate National Dairy Month, let's remember and let's thank our farmers who do so much to support our health, our nutrition, our Nation, and each and every one of us.

STOP RUNAWAY SPENDING

Mr. JOYCE of Pennsylvania. Mr. Speaker, right now, American families are facing higher prices and supply chain shortages in our Nation's grocery stores.

Right now, the cost of beef is up 10 percent from last year. The cost of bacon is up 15 percent. The cost of oranges is up 16 percent. Chicken is up 19 percent. The cost of eggs is up more than 30 percent.

Last week, I spoke to a mother in Johnstown, Pennsylvania, who told me that she was still unable to find baby food on store shelves. When she could, that price had shot up nearly 15 percent.

These price hikes are unsustainable, and as prices are rising faster than wages, families doing their grocery

shopping are forced to make hard decisions about what they can buy and what they can provide for their families.

Inflation is a tax on all Americans, and the skyrocketing costs that we are seeing right now are a direct result of President Biden's failed policies, policies that pumped trillions of dollars into our economy without a second thought about what that money would do to Pennsylvania families in my district.

It is time to stop this runaway spending, and it is time to get our economy moving once again.

PROTECT SUPREME COURT JUSTICES

The SPEAKER pro tempore. The Chair recognizes the gentleman from California (Mr. MCCARTHY) for 5 minutes.

Mr. MCCARTHY. Mr. Speaker, this is the third time I come to the floor to protect our Supreme Court Justices and their families. Speaker PELOSI said this bill would come to the floor this week, but it is not listed on our schedule.

The Speaker also said last week in her press conference that "no one is in danger. . . ."

Think about that, Mr. Speaker. The Speaker of the House of Representatives, last week, in a press conference, said no one is in danger. This is just after a day or 2 when a man came clear across the country from California to kill Justice Kavanaugh. He was on the street, had a weapon. He had zip ties. He had a plan.

At the same time, the Speaker says no one is in danger. But at the same time, the Senate already unanimously passed a bill with agreement from all 100 Senators. That wasn't passed last week; that was last month.

For 1 month, the majority of this House, Mr. Speaker, has held that bill,

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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a bill that every single Senator, Republican and Democrat and Independent, passed in the Senate. It simply states that we will protect the Supreme Court.

Mr. Speaker, you have probably noticed, as you came on to this Capitol, the intensity of force you see out in front of the Capitol. Is that because something is happening here today? No. It is in anticipation of a decision by the Supreme Court.

Everybody in the country knows that there could be a decision—not knowing which way it would go—but the anticipation is that people need protection in the Capitol.

At the same time that is happening, that you are protecting the Capitol, you are holding a bill to deny protection to those Justices.

It makes me wonder why. Why? Why, if 100 Senators approve it, would it hold here for an entire month?

Why, even after holding it for a month, somebody travels all the way across the country with one thing in mind, to kill a Supreme Court Justice, gets arrested, and still the Speaker of the House will not move that bill that the majority actually holds?

Just so the country can understand, no one on this side of the aisle, the Republican side of the aisle, objects to this bill. We agreed that we would agree to a unanimous consent.

All somebody had to do was make the motion and that could be on the President's desk; it could be signed; and they could be protected.

But for some reason, Mr. Speaker, the Democrats on the other side of the aisle, even though 100 Senators had agreed with us, everyone in your party on the Senate side said "yes," you still say "no."

I do not understand that. I do not understand why we would risk that. I do not understand why you will make sure the Capitol is protected right now, knowing that something could happen in the Supreme Court this week, but you won't protect those Justices.

Now, the Speaker came to the floor at a press conference last week and said nobody, no one, is in danger. How can you make that statement in the same week someone is arrested in your neighborhood trying to kill you? It makes no sense.

Mr. Speaker, if for some reason that we continue to come to the floor, that you feel some pressure on that bill, but you change it, the country will know why because if you change the bill and move it back to the Senate, you are trying to kill it. You are trying to delay it. That is exactly what you are doing.

You can take a bill that every single Senator voted for and send it to the President to be signed. If you think something else needs to be added, run it by itself.

But if you want to ping-pong it and delay the process, I think that is wrong. I think you are jeopardizing people's lives. I think you are jeopard-

izing the safety of the Supreme Court. I think you are playing more games than anybody in this country can understand, and we do not understand why because there has been no clear answer.

Why would you hold the bill for more than a month?

Why would you hold the bill after somebody is arrested who traveled across the country to kill a Justice? Why would you continue to hold the bill now?

If you change it, you are showing the country what you really believe. You don't want the bill to pass. You want to delay it longer.

There is no excuse. There is no reason to delay this bill. This should be law, and the Justices should be protected.

Mr. Speaker, I ask unanimous consent to take from the Speaker's table S. 4160, the Supreme Court Police Parity Act, and ask for immediate consideration in the House.

The SPEAKER pro tempore. Pursuant to the order of the House of January 10, 2022, the House is in session solely for the purpose of conducting morning-hour debate. Therefore, that unanimous consent request cannot be entertained.

Mr. MCCARTHY. Mr. Speaker, later in this day, it could. There is no excuse why this bill continues to be held, and there will be no excuse if you try to change it to delay it. That is just a tactic, Mr. Speaker, and I believe you thought it would be wrong as well.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until 2 p.m. today.

Accordingly (at 12 o'clock and 11 minutes p.m.), the House stood in recess.

□ 1400

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mrs. LURIA) at 2 p.m.

PRAYER

The Chaplain, the Reverend Margaret Grun Kibben, offered the following prayer:

You, O Lord, ruler of the universe, we call on You today. Make us aware of Your presence here in this place.

Gracious God, not a breath is taken, not a bird falls from the sky, without Your knowledge. Such knowledge is too wonderful to conceive and at other times a confounding mystery.

Lord, we believe. Help our unbelief. Remind us of Your abiding love which, by the gift of Your eternal spirit, You have never withheld from us from the beginning of time even unto today.

How wonderful it is to trust in Your sovereignty. How wonderful but how

terrible when we come face to face with the tragedies we simply cannot accept, nor in which can we see Your merciful hand at work.

Remind us again that You deigned to set the world in motion, then blessed us with the opportunity to participate in Your grace plan for creation. And with that blessing, which is truly beyond our imagining, You have also laid on us the mantle to uphold and protect the values You have imbued in us.

In our attempts to live into these responsibilities as they reveal themselves in each encounter, may we feel Your nearness to us, and the guidance and direction You provide.

We offer ourselves to You, responding with lives of faith and praying to serve You this day as a reflection of Your peaceful presence and unwavering love in our midst.

In Your sovereign name we pray.

Amen.

THE JOURNAL

The SPEAKER pro tempore. Pursuant to section 11(a) of House Resolution 188, the Journal of the last day's proceedings is approved.

PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore. Will the gentlewoman from the Virgin Islands (Ms. PLASKETT) come forward and lead the House in the Pledge of Allegiance.

Ms. PLASKETT led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

CARIBBEAN AMERICAN HERITAGE MONTH

(Ms. PLASKETT asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. PLASKETT. Madam Speaker, in recognition of Caribbean American Heritage Month, I honor influential Haitian leader Henri Christophe.

Born on the island of Grenada to immigrant parents, Christophe played a significant role in the American Revolution, serving as a sergeant in the French unit in Savannah, Georgia in 1780.

Christophe was among the 545 Haitian free slaves known as the Fontanges Legion, fighting for the freedom of men and women who desired to be freed from the shackles of oppression.

After the French forces were defeated and Haiti was declared an independent republic in 1803, Christophe was elected president of the northern State of Haiti in 1807. He was responsible for the construction of Citadelle Henry in Haiti, introduced a monetary system based on gourds, declared Catholicism as a state religion, and established schools and hospitals, including a basic school of medicine.

Let us honor the legacy of this great man who fought for the freedom of those who refused to do the same.

RISING ENERGY PRICES

(Mr. JOYCE of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. JOYCE of Pennsylvania. Madam Speaker, last week, I heard from a woman in my district who told me about the direct impact that rising energy prices are having on her family. This year, her energy bill will climb from \$135 to \$398 a month.

This constituent is not alone, and because of this record-setting inflation, two-thirds of Americans have been forced to use their savings just to pay for everyday expenses.

With gas now costing more than \$5 a gallon, with diesel costs up nearly 70 percent higher than they were a year ago, it is Pennsylvania families who are now paying the price for President Biden's failed energy policies.

Instead of using American energy, President Biden is preparing to travel to Saudi Arabia in an attempt to bring more foreign oil into our markets here in America.

Americans cannot afford these record-setting prices, and we cannot afford to allow the Biden administration to continue its war on American energy.

ALZHEIMER'S AND BRAIN AWARENESS MONTH

(Mr. WILSON of South Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WILSON of South Carolina. Madam Speaker, June is Alzheimer's and Brain Awareness Month, a time to raise the level of attention to debilitating dementias.

I appreciate the dedication of Taylor Wilson, the Director of Government Affairs for the Alzheimer's Association of South Carolina.

Alzheimer's is a brain disorder which slowly destroys memory and thinking skills. It is not a normal part of aging but a result of complex changes in the brain that start years before symptoms appear.

I am grateful for the Lexington Medical Center Carroll Campbell Place, in loving memory of former and late Governor Carroll Campbell.

According to the Centers for Disease Control, there are nearly 6 million people in the U.S. that have Alzheimer's and related dementias. We honor those families in America facing a dementia diagnosis, while supporting the hope of all that through research, we can find a prevention or treatment for this fatal disease.

In conclusion, God bless our troops who successfully protected America for 20 years in the global war on terrorism as it continues moving from the Afghanistan safe haven to America.

RECOGNIZING CRANBERRY HIGH SCHOOL AND MIDDLE SCHOOL ROBOTICS TEAMS

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Madam Speaker, I rise today to congratulate Cranberry High School and Middle School robotics teams from Venango County, Pennsylvania's 15th Congressional District.

Cranberry High School sent 19 students and 2 teachers to Dallas, Texas, to compete in the 2022 VEX Robotics World Championship in May. While in Dallas, Cranberry High School teams competed against more than 800 other teams from around the country and the world.

When it came time to compete, each team was paired randomly with another team to showdown against two other randomly paired teams. Each team participated in 10 2-minute rounds throughout the tournament.

To win, each team's robot had to coordinate with their allied team's robot to complete certain tasks in the rink before their opponents did. This required each team to work together with a team of strangers, sometimes from another country.

This opportunity allowed Cranberry High and Middle School students to broaden their horizons, as well as explore future careers in the robotics and engineering fields.

Congratulations to the 19 students who participated in such a great event.

HONORING THE LEGACY OF WILMA MANKILLER

(Mrs. BICE of Oklahoma asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. BICE of Oklahoma. Madam Speaker, I rise today to celebrate the release of the third coin in the American Women Quarters Program which features Oklahoma's own Wilma Mankiller.

Ms. Mankiller lived an inspiring life, which has had a lasting impact on Oklahoma and beyond. Hailing from the Cherokee Nation, she was hired as an economic stimulus coordinator and founded the community development department.

Through her incredible work, she became the first woman elected as Principal Chief of the Cherokee Nation. Under her leadership, she revitalized the Tribe's economy, education systems, and health and well-being programs.

Her remarkable leadership made the Cherokee Tribe a national role model, but she didn't stop there. After leaving office, she remained an advocate for women across the globe. She received the Presidential Medal of Freedom, the highest honor given to civilians in the U.S., and was inducted into the National Women's Hall of Fame.

Ms. Mankiller's commitment to bettering her community and society as a whole is truly inspiring. May her legacy continue to live on forever.

WORLDWIDE UREA SHORTAGE

(Mr. LAMALFA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LAMALFA. Madam Speaker, it is no secret that America is facing many crises today, most unnecessary, on the border, fuel, inflation, even baby formula shortages.

But one thing that is not being talked about a lot is that we have a worldwide shortage of urea, which is a component in fertilizer, as well as fluid called DEF used in diesel engines for trucks, tractors, et cetera, made after 2010.

It is very important that we have this essential element because if we don't have our trucks and tractors and even trains running, then we are going to have even bigger supply crises than what we have now.

China and Russia are two of the major exporters of this urea product, and they are actually cutting their exports of them in order to take care of themselves.

What we need to do in this country is step up our own production once again. After Hurricane Ida—down on the Gulf Coast a few years ago—caused suspension of operations of some of these plants that we have, we have to get it back going again because we need urea for our fertilizer to continue to grow food and to have our diesel engines that require DEF, the diesel exhaust fluid, to keep going and deliver the items we need.

Why do we need yet another crisis of running out and messing up the supply chain?

CONTINUATION OF THE 340B PROGRAM

(Mr. BERGMAN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BERGMAN. Madam Speaker, I rise today to highlight the positive accomplishments and ongoing challenges facing healthcare providers in rural and remote parts of our country, especially in places like Michigan's First District, my home.

Last week marked the 30th anniversary of the 340B Federal drug pricing program, which provides discounted pharmaceutical products to providers that care for a disproportionate share of uninsured and at-risk patients.

In my district alone, we have 20 340B hospitals providing care for our most vulnerable patient populations and ensuring our rural and remote communities receive the best possible care available.

This program has been a critical component of healthcare for so many

Michiganders, and I hope to work with my colleagues to ensure its continued success, especially as it faces new challenges that could threaten its efficacy in the future.

As the COVID-19 pandemic has shown us, reliable access to care, along with the availability of prescription drugs and specialist medical treatments, is more important than ever.

Our rural and remote providers will continue to do everything in their power to provide top-of-the-line care to our patients. In turn, Congress must continue to address those rural health priorities.

POTENTIAL GUN VIOLENCE LEGISLATION

(Mr. GOOD of Virginia asked and was given permission to address the House for 1 minute.)

Mr. GOOD of Virginia. Madam Speaker, it is disappointing to see Republicans in the Senate ready to make a deal that will do nothing except slide us down the slippery slope toward gun registration and confiscation.

The gun deal being contemplated in the Senate will do nothing to stop criminals intent on doing harm. This is just another surrender by uniparty RINOs. This will do nothing to satisfy the radical left that wants, again, registration and confiscation.

Why not do something that would truly reduce violent crime in blue cities where there are hundreds of shootings every weekend? Why not support our police, prosecute criminals, end no-cash bail, harden our schools, and do something that will actually make a difference in reducing the deaths by violent crime in this country?

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 2 o'clock and 13 minutes p.m.), the House stood in recess.

□ 1501

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BUTTERFIELD) at 3 o'clock and 1 minute p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which the yeas and nays are ordered.

The House will resume proceedings on postponed questions at a later time.

ADVANCED AVIATION INFRA- STRUCTURE MODERNIZATION ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6270) to direct the Secretary of Transportation to establish a pilot program to provide grants related to advanced air mobility infrastructure, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6270

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Advanced Aviation Infrastructure Modernization Act" or the "AAIM Act".

SEC. 2. ADVANCED AIR MOBILITY INFRASTRUCTURE PILOT PROGRAM.

(a) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Secretary shall establish a pilot program to provide grants that—

(1) assist an eligible entity to plan for the development and deployment of infrastructure necessary to facilitate AAM operations in the United States; and

(2) make funding available for costs directly related to construction of public-use vertiports or associated infrastructure.

(b) PLANNING GRANTS.—

(1) IN GENERAL.—The Secretary shall provide grants to eligible entities to develop comprehensive plans under paragraph (2) related to AAM infrastructure.

(2) COMPREHENSIVE PLAN.—

(A) IN GENERAL.—Not later than 1 year after receiving a grant under this subsection, an eligible entity shall submit to the Secretary a comprehensive plan in a format that may be published on the website of the Department of Transportation.

(B) PLAN CONTENTS.—The Secretary shall establish content requirements for comprehensive plans submitted under this subsection, which may include the following:

(i) The identification of planned or potential public-use or private-use vertiport locations.

(ii) A description of infrastructure necessary to support AAM operations.

(iii) A description of types of planned or potential AAM operations.

(iv) The identification of physical and digital infrastructure required to meet the standards for vertiport design and performance characteristics established by the Federal Aviation Administration (as in effect on the date on which the Secretary issues a grant to an eligible entity), including modifications to existing infrastructure and ground sensors, electric charging and other fueling requirements, electric utility requirements, wireless and cybersecurity requirements, and other necessary hardware or software.

(v) A description of potential environmental effects of planned construction or siting of public-use vertiports, including efforts to reduce the adverse effects of potential aviation noise.

(vi) A description of how planned public-use or private-use vertiport locations, including new or repurposed infrastructure, fit into existing State and local transportation systems and networks, including—

(I) connectivity to existing public transportation hubs and intermodal and multimodal facilities;

(II) opportunities to create new service to areas underserved by air transportation, without compromising safety and efficiency of other facilities and airspace users; and

(III) any potential conflicts to existing aviation infrastructure that may arise from the proposed location of the vertiport.

(vii) A description of how public-use vertiport planning will be incorporated in State or metropolitan planning documents.

(viii) The identification of the process an eligible entity will undertake to ensure an adequate level of community engagement for planned public-use vertiport locations and planned or anticipated AAM operations, including engagement with underserved communities, individuals with disabilities, and racial and ethnic minorities, to address equity of access and other priorities.

(ix) The identification of the actions necessary for an eligible entity to undertake the construction of public-use vertiports, such as planning studies to assess existing infrastructure, environmental studies, studies of projected economic benefit to the community, lease or acquisition of an easement or land for new infrastructure, and activities related to other capital costs.

(x) The identification of State, local, or private sources of funding an eligible entity may use to assist with the construction or operation of a public-use vertiport.

(3) APPLICATION.—To apply for a grant under this subsection, an eligible entity shall provide to the Secretary an application in such form, at such time, and containing such information as the Secretary may require.

(4) SELECTION.—

(A) IN GENERAL.—In awarding grants under this subsection, the Secretary shall consider the following:

(i) Geographic diversity.

(ii) The need for comprehensive plans that—

(I) ensure the safe integration of AAM operations into the National Airspace System;

(II) improve transportation safety, connectivity, access, and equity in both rural and urban regions in the United States;

(III) leverage existing public transportation systems and intermodal and multimodal facilities;

(IV) reduce surface congestion and the environmental impacts of transportation;

(V) grow the economy and create jobs in the United States; and

(VI) encourage community engagement when planning for AAM related infrastructure.

(B) PRIORITY.—The Secretary shall prioritize awarding grants under this subsection to eligible entities that partner with commercial AAM entities, institutions of higher education, research institutions, or other relevant stakeholders to develop and prepare a comprehensive plan.

(5) GRANT AMOUNT.—Each grant made under this subsection shall be made in an amount that is not more than \$1,000,000.

(6) BRIEFING.—

(A) IN GENERAL.—Not later than 180 days after the first comprehensive plan is submitted under paragraph (2), and every 180 days thereafter, the Secretary shall provide a briefing to the appropriate committees of Congress on the comprehensive plans submitted to the Secretary under such paragraph.

(B) CONTENTS.—The briefing required under subparagraph (A) shall include—

(i) an evaluation of all planned or proposed public-use vertiport locations included in the comprehensive plans submitted under paragraph (2) and how such planned or proposed public-use vertiport locations may fit into the overall United States transportation system and network; and

(ii) a description of lessons or best practices learned through the review of comprehensive plans and how the Secretary will

incorporate any such lessons or best practices into Federal standards or guidance for the design and operation of AAM infrastructure and facilities.

(c) CONSTRUCTION GRANTS.—

(1) IN GENERAL.—The Secretary may award grants to covered recipients to carry out construction activities described under paragraph (2).

(2) ELIGIBLE USES.—A covered recipient may use grant funds awarded under this subsection for design, bidding, and environmental study activities, and other capital costs, as the Secretary determines appropriate, directly related to the construction of a public-use vertiport or associated infrastructure pursuant to the comprehensive plan submitted by such covered recipient.

(3) REQUIREMENTS.—The requirements of subsections (b) and (c) of section 47112 of title 49, United States Code, and section 50101 of such title, shall apply to a grant awarded under this subsection.

(4) LIMITATION.—The Secretary may not award a grant under this subsection—

(A) for the acquisition, conversion, or retrofitting of AAM aircraft; or

(B) for the construction of private-use vertiports or associated infrastructure.

(5) GRANT TIMING.—The Secretary may not issue a grant under this subsection until—

(A) the Administrator of the Federal Aviation Administration has—

(i) issued type certificates for 2 or more models of aircraft designed to provide AAM transportation; and

(ii) published an advisory circular containing appropriate standards for vertiport design and performance characteristics and vertiport siting; and

(B) the Secretary has—

(i) determined that 2 or more AAM operators hold certificates under part 119 of title 14, Code of Federal Regulations, for such operators to perform air carrier operations covered under part 135 of such title; and

(ii) issued, to 2 or more air carriers formed to provide AAM transportation, certificates under chapter 411 of title 49, United States Code.

(d) AUTHORIZATION OF APPROPRIATIONS.—

(1) AUTHORIZATION.—There are authorized to be appropriated to the Secretary to carry out this section \$12,500,000 for each of fiscal years 2022 and 2023, to remain available until expended.

(2) ADMINISTRATIVE EXPENSES.—Of the amounts made available under paragraph (1), the Secretary may retain up to 1 percent for personnel, contracting, and other costs to establish and administer the pilot program under this section.

(e) TERMINATION.—

(1) IN GENERAL.—No grant may be awarded under this section after September 30, 2023.

(2) CONTINUED FUNDING.—Funds authorized to be appropriated pursuant to subsection (d) may be expended after September 30, 2023—

(A) for grants awarded prior to September 30, 2023; and

(B) for administrative expenses.

(f) DEFINITIONS.—In this Act:

(1) ADVANCED AIR MOBILITY; AAM.—The terms “advanced air mobility” and “AAM” mean an air transportation system that transports individuals and property between points in the United States using aircraft, such as remotely piloted, autonomous, or vertical take-off and landing aircraft, including those powered by electric or hybrid driven propulsion, in both controlled and uncontrolled airspace.

(2) APPROPRIATE COMMITTEES OF CONGRESS.—The term “appropriate committees of Congress” means the Committee on Transportation and Infrastructure of the House of Representatives and the Committee

on Commerce, Science, and Transportation of the Senate.

(3) COMMERCIAL AAM ENTITIES.—The term “commercial AAM entities” means—

(A) manufacturers of aircraft, avionics, propulsion systems, and air traffic management systems related to AAM; and

(B) intended commercial operators of AAM aircraft and systems.

(4) COVERED RECIPIENT.—The term “covered recipient” means the recipient of a grant under subsection (b) who has submitted a comprehensive plan—

(A) that has been reviewed by the Secretary pursuant to subsection (b); and

(B) that the Secretary has determined contains proposed projects that comply with the standards for vertiport design, performance, and siting characteristics described in a published advisory circular.

(5) ELIGIBLE ENTITY.—The term “eligible entity” means—

(A) a State, local, or Tribal government, including a political subdivision thereof;

(B) an airport sponsor;

(C) a transit agency;

(D) a port authority;

(E) a metropolitan planning organization; or

(F) any combination or consortium of the entities described in subparagraphs (A) through (E).

(6) METROPOLITAN PLANNING ORGANIZATION.—The term “metropolitan planning organization” has the meaning given such term in section 5303(b) of title 49, United States Code.

(7) PUBLIC-USE VERTIPORT.—The term “public-use vertiport” means a designated location used or intended to be used for public purposes and to support AAM operations, including the landing, takeoff, loading, taxiing, parking, and storage of vertical take-off and landing aircraft.

(8) STATE.—The term “State” means a State of the United States, the District of Columbia, Puerto Rico, the Virgin Islands, American Samoa, the Northern Mariana Islands, and Guam.

(9) SECRETARY.—The term “Secretary” means the Secretary of Transportation.

(10) VERTICAL TAKE-OFF AND LANDING AIRCRAFT.—The term “vertical take-off and landing aircraft” means an aircraft with lift/thrust units used to generate powered lift and control and with 2 or more lift/thrust units used to provide lift during vertical take-off or landing.

SEC. 3. RULE OF CONSTRUCTION.

Nothing in this Act may be construed as conferring upon any person, State, local, or Tribal government the authority to determine the safety of any AAM operation or the feasibility of simultaneous operations by AAM and conventional aircraft within any given area of the National Airspace System.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from South Dakota (Mr. JOHNSON) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon, the chairman of the Transportation and Infrastructure Committee.

GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 6270, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oregon?

There was no objection.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 6270, legislation sponsored by the gentleman from Washington (Mr. LARSEN) and the gentleman from Louisiana (Mr. GRAVES).

With the recent passage of the landmark Infrastructure Investment and Jobs Act, Congress renewed its commitment to robust Federal investment in the Nation’s airport infrastructure to address the rising demand for air travel. As the needs of the traveling public evolve, we must build on this momentum to leverage innovative aviation technologies, such as advanced air mobility, called AAM, to help address future challenges.

The success of these efforts depends on early and consistent engagement with State and local communities to ensure that AAM infrastructure is safely integrated into the national airspace system, accessible to all, and built to the appropriate Federal standards.

H.R. 6270 continues Congress’ thorough oversight of the emerging AAM industry and helps local communities across the country prepare for and take advantage of the tremendous potential of this technology.

The bill invests \$25 million to establish a 2-year U.S. Department of Transportation pilot program to fund comprehensive planning grants for State, local, territorial, and Tribal governments to prepare for the deployment of AAM vertiports and related infrastructure in their communities.

These comprehensive plans may include details on potential vertiport locations; physical and digital infrastructure needs; potential environmental effects; connectivity to existing transportation systems; and strategies to ensure community engagement and equity.

The bill’s pilot program would also provide limited funding for some public vertiport construction activities, such as design, bidding, and environmental study activities, only after the FAA has certified at least two AAM aircraft models, issued airworthiness determinations for at least two AAM operators, and published an advisory circular on vertiport design and performance and siting standards, among other criteria.

H.R. 6270 has the support of cosponsors from both sides of the aisle and the endorsement of several organizations representing the U.S. aviation and aerospace sector, and State and local governments.

Mr. Speaker, I support this bipartisan legislation, and I urge my colleagues to do the same. I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, let’s start with the basics. What is advanced air mobility, AAM? This bill and the next one deal a fair amount with the concept. It is just

making sure that we have got in place a system so the remotely piloted or autonomous or vertical takeoff and landing aircraft are able to integrate into our existing air infrastructure.

Mr. Speaker, it is incredibly important to do that in a way that is effective and that is safe. As the chairman said, Mr. Speaker, that is where H.R. 6270 comes in, the Advanced Aviation Infrastructure Modernization Act. It does establish a pilot program which would provide targeted grants related to the planning and construction of this AAM.

We all know that the United States has a robust network of general aviation airports and heliports. Their impact on most every community in America is probably not fully grasped. They are a critically important part of our Nation's infrastructure.

We want to make sure that those facilities have the necessary infrastructure in place for innovative new entrants so we can make sure our Nation's airports and airspace system are used by these innovative new entrants in a way that is safe and safely integrated with the existing traffic.

Of course, as is the case with most transportation planning, it is State and local experts that are best suited to help plan for the integration of AAM into our national system.

Mr. Speaker, that is the approach that this bill takes. It doesn't give all the money to USDOT. It makes sure that these grants are targeted at the State and local level so we can get the best bang for our buck. Making certain that AAM works for all of our constituent communities is the goal. It is the goal of this bill. I look forward to seeing how different communities embrace advanced air mobility operations.

Mr. Speaker, I thank Subcommittee Chairman RICK LARSEN and Ranking Member GARRET GRAVES for their work and leadership on this bill.

Mr. Speaker, I urge support of the legislation, and I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I have no further speakers, and I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I am prepared to close, and I yield myself such time as I may consume.

Mr. Speaker, in closing, H.R. 6270 takes an important step in giving our State and local transportation planning experts the tools they need to continue the introduction of advanced air mobility aircraft.

Mr. Speaker, I urge support of the legislation, and I yield back the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, to reiterate, we have an emerging technology. For once, we need to get ahead of the curve, including the FAA, so that we are not impeding the tremendous potential of AAM across so many sectors and virtually every community in America.

Mr. Speaker, I strongly urge my colleagues to support this legislation, and I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I rise in support of H.R. 6270, the Advanced Aviation Infrastructure Modernization Act, or the AAIM Act.

H.R. 6270 would establish a pilot program to help state, local and Tribal governments prepare for advanced air mobility operations and ensure that communities can take advantage of the potential benefits of the safe integration of these technologies in our nation's airspace.

The AAIM Act outlines a comprehensive set of considerations for infrastructure planning that will enable communities to maximize the societal benefits that Advanced Air Mobility (AAM) stands to offer.

Air mobility is a promising industry set to advance and enhance American methods of transportation.

For more than 100 years, the U.S. aerospace and defense (A&D) industry has been at the forefront of innovation.

From the first flight in the air to the first steps on the moon, the industry has led the United States' economic and national security success domestically and internationally.

AAM is a new concept of air transportation using electric vertical takeoff and landing (eVTOL) aircraft to move people and cargo between places not currently or easily served.

The AAM market is estimated to reach US\$115 billion annually by 2035, employing more than 280,000 high-paying jobs.

To keep pace with this growing sector, states and localities need to prepare for anticipated AAM operations and ensure local communities can take advantage of the potential benefits of the safe integration of AAM technologies in U.S. airspace.

H.R. 6270 establishes a two-year pilot program that invests \$25 million in competitive grants for state, local, territorial, and Tribal governments to prepare for the development and deployment of AAM vertiports and related infrastructure.

Powered by electric or hybrid propulsion, AAM offers significant potential to improve mobility and complement existing public, transportation networks while reducing congestion and carbon and noise emissions.

I urge all my colleagues to support H.R. 6270 the Advanced Aviation Infrastructure Modernization Act.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 6270, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GOOD of Virginia. Mr. Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

ADVANCED AIR MOBILITY COORDINATION AND LEADERSHIP ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill

(S. 516) to plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 516

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Advanced Air Mobility Coordination and Leadership Act".

SEC. 2. ADVANCED AIR MOBILITY WORKING GROUP.

(a) IN GENERAL.—Not later than 120 days after the date of enactment of this Act, the Secretary of Transportation shall establish an advanced air mobility interagency working group (in this section referred to as the "working group").

(b) PURPOSE.—Advanced Air Mobility represents a key area of sustainable transportation and economic growth for the United States and it is imperative that the Federal Government foster leadership and interagency collaboration in the adoption and deployment of this technology. The purpose of the working group established under this section shall be to plan for and coordinate efforts related to safety, operations, infrastructure, physical security and cybersecurity, and Federal investment necessary for maturation of the AAM ecosystem in the United States, particularly passenger-carrying aircraft, in order to—

- (1) grow new transportation options;
- (2) amplify economic activity and jobs;
- (3) advance environmental sustainability and new technologies; and
- (4) support emergency preparedness and competitiveness.

(c) MEMBERSHIP.—Not later than 60 days after the establishment of the working group under subsection (a), the Secretary of Transportation shall—

- (1) appoint the Under Secretary of Transportation for Policy to chair the working group;
- (2) designate not less than 1 additional representative to participate on the working group from each of—
 - (A) the Department of Transportation; and
 - (B) the Federal Aviation Administration; and

(3) invite the heads of each of the following departments or agencies to designate not less than 1 representative to participate on the working group, including—

- (A) the National Aeronautics and Space Administration;
- (B) the Department of Commerce;
- (C) the Department of Defense;
- (D) the Department of Energy;
- (E) the Department of Homeland Security;
- (F) the Department of Agriculture;
- (G) the Department of Labor;
- (H) the Federal Communications Commission; and

(I) such other departments or agencies as the Secretary of Transportation determines appropriate.

(d) COORDINATION.—

(1) IN GENERAL.—The working group shall engage with State, local, and Tribal governments, aviation industry and labor stakeholders, stakeholder associations, and others determined appropriate by the Secretary of Transportation and the Administrator of the Federal Aviation Administration, including—

- (A) manufacturers of aircraft, avionics, propulsion systems, structures, and air traffic management systems;

(B) commercial air carriers, commercial operators, unmanned aircraft system operators, and general aviation operators, including helicopter operators;

(C) intended operators of AAM aircraft;

(D) airports, heliports, fixed-base operators;

(E) certified labor representatives for pilots associations, air traffic control specialists employed by the Federal Aviation Administration, aircraft mechanics, and aviation safety inspectors;

(F) State, local, and Tribal officials or public agencies, with representation from both urban and rural areas;

(G) first responders;

(H) groups representing environmental interests;

(I) electric utilities, energy providers and energy market operators;

(J) academia with experience working with industry on new technology and commercialization;

(K) groups representing the telecommunications industry; and

(L) aviation training and maintenance providers.

(2) **ADVISORY COMMITTEES.**—The Secretary of Transportation and Administrator of the Federal Aviation Administration may use such Federal advisory committees as may be appropriate to coordinate with the entities listed in paragraph (1).

(e) **REVIEW AND EXAMINATION.**—Not later than 1 year after the working group is established under subsection (a), the working group shall complete a review and examination of, at a minimum—

(1) the steps that will mature AAM aircraft operations, concepts, and regulatory frameworks beyond initial operations;

(2) the air traffic management and safety concepts that might be considered as part of evolving AAM to higher levels of traffic density;

(3) current Federal programs and policies that could be leveraged to advance the maturation of the AAM industry;

(4) infrastructure, including aviation, cybersecurity, telecommunication, multimodal, and utility infrastructure, necessary to accommodate and support expanded operations of AAM after initial implementation;

(5) steps needed to ensure a robust and secure domestic supply chain;

(6) anticipated benefits associated with AAM aircraft operations, including economic, environmental, emergency and natural disaster response, and transportation benefits;

(7) the interests, roles, and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft operations; and

(8) other factors that may limit the full potential of the AAM industry, including community acceptance or restrictions of such operations.

(f) **AAM NATIONAL STRATEGY.**—Based on the review and examination performed under subsection (e), the working group shall develop an AAM National Strategy that includes—

(1) recommendations regarding the safety, operations, security, infrastructure, air traffic concepts, and other Federal investment or actions necessary to support the evolution of early AAM to higher levels of activity and societal benefit; and

(2) a comprehensive plan detailing the roles and responsibilities of each Federal department and agency, and of State, local, and Tribal governments, necessary to facilitate or implement the recommendations developed under paragraph (1).

(g) **REPORT.**—Not later than 180 days after the completion of the review and examina-

tion performed under subsection (e), the working group shall submit to the appropriate committees of Congress a report—

(1) detailing findings from the review and examination performed under subsection (e); and

(2) providing the AAM National Strategy, including the plan and associated recommendations developed under subsection (f).

(h) **EVALUATION OF TERMINATION OF WORKING GROUP.**—Not later than 30 days after the date on which the working group submits the report required under subsection (g), the Secretary of Transportation shall evaluate and decide whether to terminate the working group and shall notify the appropriate committees of Congress of such decision.

(i) **DEFINITIONS.**—For purposes of this section and section 3:

(1) **ADVANCED AIR MOBILITY; AAM.**—The terms “advanced air mobility” and “AAM” mean a transportation system that transports people and property by air between two points in the United States using aircraft with advanced technologies, including electric aircraft or electric vertical take-off and landing aircraft, in both controlled and uncontrolled airspace.

(2) **APPROPRIATE COMMITTEES OF CONGRESS.**—The term “appropriate committees of Congress” means—

(A) the Committee on Commerce, Science, and Transportation of the Senate; and

(B) the Committee on Transportation and Infrastructure of the House of Representatives.

(3) **ELECTRIC AIRCRAFT.**—The term “electric aircraft” means an aircraft with a fully electric or hybrid (fuel and electric) driven propulsion system used for flight.

(4) **FIXED-BASE OPERATOR.**—The term “fixed-base operator” means a business granted the right by an airport sponsor or heliport sponsor to operate on an airport or heliport and provide aeronautical services, including fueling and charging, aircraft hangaring, tiedown and parking, aircraft rental, aircraft maintenance, and flight instruction.

(5) **STATE.**—The term “State” has the meaning given such term in section 47102 of title 49, United States Code.

(6) **VERTICAL TAKE-OFF AND LANDING.**—The term “vertical take-off and landing” means an aircraft with lift/thrust units used to generate powered lift and control and with two or more lift/thrust units used to provide lift during vertical take-off or landing.

SEC. 3. GAO STUDY AND REPORT.

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall—

(1) conduct a study on the interests, roles, and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft and operations; and

(2) submit to the appropriate committees of Congress a report on the study, including the Comptroller General’s findings and conclusions.

(b) **REQUIREMENTS.**—In conducting the study required under subsection (a), the Comptroller General shall review the following:

(1) The state of the law as of the enactment of this Act with respect to Federal authority over operations of AAM aircraft systems in the national airspace system.

(2) The state of the law as of the enactment of this Act with respect to State, local, and Tribal authority over operations of AAM aircraft in the national airspace system.

(3) Potential gaps between authorities under paragraphs (1) and (2).

(4) Proposals to facilitate the safe and financially viable growth and development of

the AAM industry and integration of AAM aircraft into the national airspace system.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from South Dakota (Mr. JOHNSON) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon, the chairman of the Committee on Transportation and Infrastructure.

GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on S. 516, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oregon?

There was no objection.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of S. 516, the Advanced Air Mobility Coordination and Leadership Act.

Last November, this Chamber took a critical first step in fostering innovative advanced air mobility, AAM, in the U.S., by passing with an overwhelming majority, H.R. 1339, companion legislation also titled Advanced Air Mobility Coordination and Leadership Act.

That bill would establish an interagency working group comprised of the Federal Government, States, localities, the aviation industry, labor unions, and other key stakeholders to plan and coordinate efforts to safely integrate AAM operations into our airspace system.

Today, we are one step closer to making what was once only thought of as a figment of the imagination—as people used to refer to flying cars and things like that. S. 516, as amended, reflects a bipartisan, bicameral agreement that will make this a reality.

It will require the development of an AAM National Strategy; include a Government Accountability Office study on the interests, roles and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft and operations; and direct the Department of Transportation to conduct an evaluation of whether the AAM working group should be terminated after the group submits its required recommendations to Congress. It will incorporate relevant language and technical corrections from H.R. 1339; and clarify the key stakeholders with whom the new AAM working group will collaborate.

The Federal Government industry stakeholders alike recognize the potential for AAM aircraft to alleviate traffic congestion, reduce the current burden on surface infrastructure, create good-paying U.S. jobs, and provide a more environmentally sustainable mode of daily transportation.

As these new aircraft emerge in an already complex national airspace, we must be certain that they are safe for

those on board, those on the ground, and fully and safely and effectively integrated into the national airspace system.

The interagency working group and subsequent AAM National Strategy on safety, security, and infrastructure will help support the development and deployment of AAM and advance U.S. leadership in this growing global industry.

Mr. Speaker, I thank the sponsors of the original House bill, Representatives SHARICE DAVIDS and GARRET GRAVES, for their bipartisan effort.

Mr. Speaker, I support S. 516, as amended, and I urge all my colleagues to do the same.

Mr. Speaker, I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, to maintain safe airspace, we know we have to have coordination. Think about all of the moving parts that are required to keep people safe in that shared resource. That kind of coordination is also important at the Federal level if we want to keep everybody safe, and if we want to make sure AAM keeps moving in the right direction.

That is what S. 516 does, the Advanced Air Mobility Coordination and Leadership Act. It makes sure that we are able to continue moving forward and that AAM has the Federal support it needs from a variety of agencies to be successful.

As the chairman mentioned, we had a similar bill, H.R. 1339, which passed the House overwhelmingly, 383 yeas to 41 nays.

□ 1515

I think we all realize that that kind of strong bipartisan support is not always as typical around here as we would like. Of course, this has got a Senate number so, of course, we have strong bicameral support as well. Indeed, the text that is before us today has been amended, and so it reflects language that has been negotiated and agreed upon, Mr. Speaker, by both Chambers.

This sort of bipartisan, bicameral agreement ensures that industry and government can start to hash out these questions on the tough and sometimes thorny issues that have to be addressed so that we make sure that innovative new entrants are able to operate safely within our transportation system.

We know that it is not always easy to deal with the Senate—our colleagues on the other side of the Capitol—but my hope is that once we pass this legislation, they will quickly take up the amended bill and send it to the President's desk for speedy signing into law.

Mr. Speaker, I commend Congresswoman SHARICE DAVIDS, as well as Aviation Subcommittee Ranking Member GARRET GRAVES, whom I am normally loath to say anything good about, but in this instance, I will. I

thank them both for their leadership on this bill.

Mr. Speaker, I urge support of this legislation, and I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I have no further speakers, and I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield 5 minutes to the gentleman from California (Mr. OBERNOLTE).

Mr. OBERNOLTE. Mr. Speaker, advanced air mobility has the potential to revolutionize personal transportation in the United States.

Imagine a future just a few years from now where instead of summoning a taxicab, Mr. Speaker, you walk several blocks to a nearby vertiport where an autonomous aerial vehicle comes down to pick you up, hovers briefly, touches down, the doors open for you, and it takes you straight to your destination at a cost similar to calling an Uber today. That is the potential of advanced air mobility. Unfortunately, it is going to require the coordination and cooperation of many different Federal, State, and local government agencies to realize its potential.

There are many thorny problems that have to be solved before that reality is available to us, for example, problems around the certification of these vehicles and problems around the regulation of the industry.

Are they regulated like a taxicab operator, or are they regulated like an air carrier?

Who pays for and conducts the planning for these vertiports?

What considerations are there for aircraft noise?

What certification standards surround the autonomous vehicle software that controls these aerial vehicles?

All of these are problems that will have to be solved before this can become a reality.

If we are not careful about laying the foundation for success with this industry, then, unfortunately, regulation will serve to crush this optimistic future instead of catalyzing it.

That is why I am so happy that we are considering two important bills with respect to advanced air mobility on the floor of the House today. The first of these bills will establish a working group of different government agencies whose coordination and cooperation will be necessary to solve some of these regulatory problems that face this burgeoning industry.

The second of these bills will establish a new grant program for the planning and development of the infrastructure necessary to support advanced air mobility.

Mr. Speaker, together these bills represent a very meaningful first investment in this incredibly exciting new industry. I urge support, and I am happy to see the House take up these bills tonight.

Mr. DEFAZIO. Mr. Speaker, I have no further speakers, and I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I have no further speakers, and I yield myself the balance of my time to close.

Mr. Speaker, I think the gentleman from California just did a wonderful job rattling off a number of key questions that policymakers have to settle on before we can make sure that AAM is safely integrated into our existing airports and airspace. This bill will do much to make sure that we have the coordination that will be necessary to answer those questions.

Mr. Speaker, I ask all of my colleagues to support this legislation, and I yield back the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, we have just heard the bipartisan consensus expressed by the two speakers on that side about the looming extraordinary importance of this industry and how we have to get it right as we move forward to not impede it but also to protect safety.

Mr. Speaker, I strongly recommend this legislation to my colleagues, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, S. 516, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. GOOD of Virginia. Mr. Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

POST-DISASTER ASSISTANCE ONLINE ACCOUNTABILITY ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2020) to provide for an online repository for certain reporting requirements for recipients of Federal disaster assistance, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2020

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Post-Disaster Assistance Online Accountability Act”.

SEC. 2. SUBPAGE FOR TRANSPARENCY OF DISASTER ASSISTANCE.

(a) ESTABLISHMENT OF REPOSITORY FOR REPORTING REQUIREMENTS.—The Director of the Office of Management and Budget, in consultation with the Secretary of the Treasury and the head of each covered Federal agency, shall establish a subpage within the website established under section 2 of the Federal Funding Accountability and Transparency Act of 2006 (31 U.S.C. 6101 note) to publish the information required to be made available to the public under this section.

(b) SUBMISSION OF INFORMATION BY FEDERAL AGENCIES.—Not later than 30 days after

the end of a calendar quarter, each covered Federal agency that made disaster assistance available to an eligible recipient during such quarter shall, in coordination with the Director of the Office of Management and Budget, make available to the public on the subpage established under subsection (a) the information described in subsection (c), and ensure that any data asset of the agency is machine-readable.

(c) **INFORMATION REQUIRED.**—The information described in this subsection is, with respect to disaster assistance provided by the covered Federal agency—

(1) the total amount of disaster assistance provided by the agency during such quarter;

(2) the amount of disaster assistance provided by the agency that was expended or obligated to projects or activities; and

(3) a detailed list of all projects or activities for which disaster assistance dispersed by the agency was expended, obligated, or used, including—

(A) the name of the project or activity;

(B) a description of the project or activity;

(C) an evaluation of the completion status of the project or activity;

(D) any award identification number assigned to the project;

(E) the Catalog for Disaster Assistance number assigned by the Federal Emergency Management Agency;

(F) the location of the project, including ZIP codes; and

(G) any reporting requirement information being collected by a covered Federal agency with respect to that agency's disaster assistance.

(d) **GUIDANCE.**—Each covered Federal agency, in coordination with the Director of the Office of Management and Budget and the Secretary of the Treasury, shall issue such guidance as is necessary to meet the requirements of this Act.

(e) **AGREEMENT WITH PRIVATE ENTITY.**—The Director, if necessary for purposes of transparency, may enter into an agreement with a private entity, including a nonprofit organization, to develop the subpage required under this section.

SEC. 3. DEFINITIONS.

In this Act, the following definitions apply:

(1) **COVERED FEDERAL AGENCY.**—The term “covered Federal agency” means—

(A) any agency providing assistance under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.);

(B) the Small Business Administration; and

(C) the Department of Housing and Urban Development.

(2) **DISASTER ASSISTANCE.**—The term “disaster assistance” means any funds that are made available by the Federal Government in response to a specified natural disaster, including—

(A) any assistance provided by the Administrator of the Small Business Administration as a result of a disaster declared under section 7(b) of the Small Business Act (15 U.S.C. 636(b));

(B) any assistance provided by the Secretary of Housing and Urban Development for—

(i) activities authorized under title I of the Housing and Community Development Act of 1974 (42 U.S.C. 5301 et seq.) related to disaster relief, long-term recovery, restoration of infrastructure and housing, and economic revitalization in the most impacted and distressed areas resulting from a major disaster declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.); and

(ii) flood insurance coverage provided under the National Flood Insurance Program

pursuant to the National Flood Insurance Act of 1968 (42 U.S.C. 4001 et seq.); and

(C) any assistance provided under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.).

(3) **ELIGIBLE RECIPIENT.**—The term “eligible recipient” —

(A) means any entity that receives disaster assistance directly from the Federal Government (including disaster assistance received through grant, loan, or contract) other than an individual; and

(B) includes a State that receives disaster assistance.

(4) **SPECIFIED NATURAL DISASTER.**—The term “specified natural disaster” means—

(A) a fire on public or private forest land or grassland described in section 420 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5187);

(B) a major disaster declared by the President under section 401 of such Act (42 U.S.C. 5170);

(C) an emergency declared by the President under section 501 of such Act (42 U.S.C. 5191); and

(D) any other natural disaster for which a disaster declaration is made by the Federal Government.

The **SPEAKER** pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from South Dakota (Mr. JOHNSON) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 2020.

The **SPEAKER** pro tempore. Is there objection to the request of the gentleman from Oregon?

There was no objection.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 2020. This bill would create a new online system for tracking Federal disaster projects and assistance.

When a major disaster strikes, the American people should know how and where their disaster funds are being spent without wading through reams of governmental paperwork. This legislation simplifies the data collection process for Federal disaster recovery projects.

To increase transparency to the public, the bill would also create a page on USAspending.gov where everyone can track agency disaster recovery activities and the amount of assistance expended by an agency on a quarterly basis. Federal agencies need to be held accountable to the victims of disasters so that they can have peace of mind when they are at their most vulnerable.

Mr. Speaker, I urge my colleagues on both sides to join me and support this legislation, and I reserve the balance of my time.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON SMALL BUSINESS,
Washington, DC, June 10, 2022.

Hon. PETER A. DEFAZIO,
Chairman, Committee on Transportation and Infrastructure,
House of Representatives, Washington, DC.

DEAR CHAIRMAN DEFAZIO: I am writing with respect to H.R. 2020, the “Post-Disaster Assistance Online Accountability Act”. Thank you for consulting with the Committee on Small Business regarding the matters in H.R. 2020 that fall within the Committee's jurisdiction.

As a result of your consultation with us on this measure and in order to expeditiously move the bill to the floor, I forego further consideration of H.R. 2020. The Committee on Small Business takes this action with our mutual understanding that we do not waive any jurisdiction over the subject matter contained in this or similar legislation, and the Committee will be appropriately consulted and involved as the bill or similar legislation moves forward so that we may address any remaining issues that fall within our jurisdiction. Further, I request your support for the appointment of an appropriate number of conferees from the Committee on Small Business during any House-Senate conference involving this or similar legislation.

Finally, I would appreciate your response to this letter confirming our understanding regarding H.R. 2020 and would ask that a copy of our exchange of letters on this matter be included in the Committee Report and the Congressional Record during floor consideration of the measure. Thank you for the cooperative spirit in which you have worked regarding this matter and others between our respective committees.

Sincerely,

NYDIA M. VELÁZQUEZ,
Chairwoman.

COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE, HOUSE OF REPRESENTATIVES,

Washington, DC, June 10, 2022.

Hon. NYDIA M. VELÁZQUEZ,
Chairwoman, Committee on Small Business,
House of Representatives, Washington, DC.

DEAR Ms. VELÁZQUEZ: Thank you for your letter regarding H.R. 2020, the *Post-Disaster Assistance Online Accountability Act*. I appreciate your decision to waive formal consideration of the bill.

I agree that the Committee on Small Business has valid jurisdictional claims to certain provisions in this important legislation, and I further agree that by forgoing formal consideration of the bill, the Committee on Small Business is not waiving any jurisdiction over any relevant subject matter. Additionally, if requested I will support the appointment of conferees from the Committee on Small Business should a House-Senate conference be convened on this legislation. Finally, this exchange of letters will be included in the *Congressional Record* when the bill is considered on the floor.

Thank you again, and I look forward to continuing to work collaboratively with the Committee on Small Business on this important issue.

Sincerely,

PETER A. DEFAZIO,
Chair.

Mr. JOHNSON of South Dakota. Mr. Speaker, I have no further speakers, and I yield myself the balance of my time.

Mr. Speaker, it is often said that sunshine is the best disinfectant. It is said so often because it is true, and certainly, it is true in public affairs.

This is a commonsense accountability measure introduced by my Republican colleague from Puerto Rico (Miss GONZÁLEZ-COLÓN), and I applaud her for this.

It is going to increase transparency for post-disaster Federal assistance. It makes sure for citizens who are curious—exactly as the chairman said—who want this information about what the Federal Government has done to help communities in need without their having to go on some massive research project. This gives them an opportunity in a clear and concise way to get a sense of what their Federal Government has done to respond to these disasters. This increased transparency is going to allow the American taxpayers to see where their hard-earned dollars are going.

Mr. Speaker, I urge support of this legislation, and I yield back the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, again, as the gentleman has just said, having some transparency when you have a number of Federal agencies coming into a community that has just been devastated, whether it is in my region by wildfire or on the Gulf Coast by a hurricane or in the Midwest and the South by tornado, people need timely and good information about how the disaster relief is flowing from the Federal Government, in what amounts, and to what places so that there can be actual oversight by people who were directly impacted by the disaster.

That is why I believe this legislation has tremendous merit. I recommend that my colleagues lend their full support to it, and I yield back the balance of my time.

Ms. JACKSON LEE, Mr. Speaker, I rise in strong support of H.R. 2020, the “Post-Disaster Assistance Online Accountability Act.”

H.R. 2020 is a bipartisan initiative to establish an online repository for reporting requirements for recipients of Federal disaster assistance.

I would like to thank my colleague, Delegate GONZÁLEZ-COLÓN, for introducing this legislation to increase transparency of post-disaster assistance.

The Office of Management and Budget (OMB) along with the Secretary of the Treasury and the head of each covered Federal agency will collaborate to create a subpage within the website, www.usaspending.gov, to make the following information available to the public:

Total amount of disaster assistance provided by the agency during quarter;

Amount of disaster assistance provided by the agency that was expanded or obligated to projects or activities; and

Detailed list of all projects or activities for which disaster assistance dispersed by the agency was expended including:

Name and description of project or activity;

Evaluation of the completion status;

Any award identification number assigned;

Catalog Disaster Assistance number assigned by FEMA;

Location of the project, including zip codes; and

Any reporting requirement information collected by a covered Federal agency with respect to that agency's disaster assistance.

H.R. 2020 will require the submission of information by covered federal agencies every 3 months.

When enacted, H.R. 2020 would include natural disasters that are major disasters or emergency declared by the President as well as any other natural disaster made by the Federal Government.

Within the past decade, we have witnessed an increase in the number of natural disasters and extreme weather as a result of climate change.

In 2021, the NOAA National Centers for Environmental Information (NCEI) found that the United States experienced 20 separate billion-dollar weather and climate disasters.

Houston alone has been the site of 7 federally declared disasters since 2015 notably including Hurricane Harvey and Winter Storm Uri.

The growing number of natural disasters makes this legislation increasingly relevant to maintain accountability of post-disaster funds.

H.R. 2020 creates a necessary online reference portal that will be accessible by mayors, legislators, and residents to know the status of funds and their use.

These funds are vital to communities devastated by natural disasters and it is important that we ensure the funds are used for their assigned use.

Mr. Speaker, I urge my colleagues to join me in supporting H.R. 2020.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 2020.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GOOD of Virginia. Mr. Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this question are postponed.

SMALL STATE AND RURAL RESCUE ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 7211) to amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act, review a final rule of the Federal Emergency Management Agency, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 7211

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Small State and Rural Rescue Act”.

SEC. 2. DESIGNATION OF SMALL STATE AND RURAL ADVOCATE.

Section 326(c) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5165d) is amended—

(1) by striking “and” at the end of paragraph (2);

(2) by redesignating paragraph (3) as paragraph (4); and

(3) by inserting after paragraph (2) the following:

“(3) assist States in the collection and presentation of material in the disaster or emergency declaration request relevant to demonstrate severe localized impacts within the State for a specific incident, including—

“(A) the per capita personal income by local area, as calculated by the Bureau of Economic Analysis;

“(B) the disaster impacted population profile, as reported by the Bureau of the Census, including—

“(i) the percentage of the population for whom poverty status is determined;

“(ii) the percentage of the population already receiving Government assistance such as Supplemental Security Income and Supplemental Nutrition Assistance Program benefits;

“(iii) the pre-disaster unemployment rate;

“(iv) the percentage of the population that is 65 years old and older;

“(v) the percentage of the population 18 years old and younger;

“(vi) the percentage of the population with a disability;

“(vii) the percentage of the population who speak a language other than English and speak English less than ‘very well’; and

“(viii) any unique considerations regarding American Indian and Alaskan Native Tribal populations raised in the State’s request for a major disaster declaration that may not be reflected in the data points referenced in this subparagraph;

“(C) the impact to community infrastructure, including—

“(i) disruptions to community life-saving and life-sustaining services;

“(ii) disruptions or increased demand for essential community services; and

“(iii) disruptions to transportation, infrastructure, and utilities; and

“(D) any other information relevant to demonstrate severe local impacts.”.

SEC. 3. GAO REVIEW OF A FINAL RULE.

(a) IN GENERAL.—The Comptroller General shall conduct a review of the Federal Emergency Management Agency’s implementation of its final rule, published on March 21, 2019, amending section 206.48(b) of title 44, Code of Federal Regulations (regarding factors considered when evaluating a Governor’s request for a major disaster declaration), which revised the factors that the Agency considers when evaluating a Governor’s request for a major disaster declaration authorizing individual assistance under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.).

(b) SCOPE.—The review required under subsection (a) shall include the following:

(1) An assessment of the criteria used by the Agency to assess individual assistance requests following a major disaster declaration authorizing individual assistance.

(2) An assessment of the consistency with which the Agency uses the updated Individual Assistance Declaration Factors when assessing the impact of individual communities after a major disaster declaration.

(3) An assessment of the impact, if any, of using the updated Individual Assistance Declaration Factors has had on equity in disaster recovery outcomes.

(4) Recommendations to improve the use of the Individual Assistance Declaration Factors to increase equity in disaster recovery outcomes.

(c) REPORT.—Not later than 1 year after the date of the enactment of this Act, the

Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate a report on the review required under this section.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from South Dakota (Mr. JOHNSON) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 7211.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oregon?

There was no objection.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 7211. This bill amends the Stafford Act to expand the responsibilities of the Federal Emergency Management Agency's Small State Rural Advocate so they can better assist smaller States and rural communities that have difficulty dealing with the forms and all the requirements to apply for disaster funding.

When disaster strikes the heart of a small or rural community, a significant percentage of the overall infrastructure or housing stock is often damaged or destroyed. However, the community's size may make the total dollar amount of damage seem too low for FEMA to authorize Federal assistance.

This legislation will enable the Small State Rural Advocate to better help States demonstrate localized impact when applying for Federal disaster aid. It also directs the advocate to consider factors such as the impacted jurisdiction's per capita income and poverty status, among other factors.

Mr. Speaker, this is a good bill. I urge my colleagues on both sides of the aisle to join me in support of this legislation, and I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield 5 minutes to the gentleman from New York (Mr. KATKO).

Mr. KATKO. Mr. Speaker, I rise today in strong support of the Small State and Rural Rescue Act. I thank my friends, Chairman DEFAZIO and Ranking Member GRAVES, for their efforts to bring this bill to the floor today.

My constituents in central New York are all too familiar with the significant challenges that come with accessing Federal aid in the wake of a disaster.

Rural communities along Lake Ontario's southern shore in my district have seen historic flooding in recent years, and in the aftermath, local authorities have struggled to navigate

the complex bureaucratic malaise which is the Federal disaster declaration process.

Similarly, across the country, rural communities and relatively small States are forced to grapple with red tape and often struggle to demonstrate the severe localized impact of these disasters. In these instances, FEMA's Small State and Rural Advocate plays a critical role in helping underserved communities access disaster relief.

The Small State and Rural Advocate's office is intended to help ensure fair access to FEMA assistance for all disaster-impacted areas, and it is essential that Congress reinforce its role in facilitating the delivery of essential aid.

That is why I was proud to introduce the Small State and Rural Rescue Act alongside Chairwoman TITUS and Representatives GIMENEZ, PAPPAS, GUEST, and DELGADO—a bipartisan bunch.

This legislation takes important steps to expand and codify the responsibilities of FEMA's Small State and Rural Advocate when it comes to helping State and local officials respond to a disaster. Additionally, this legislation directs GAO to conduct a review of how FEMA mobilizes individual assistance to disaster zones, an essential part of the disaster relief process.

Legislation like this will go a long way in providing support for the rural communities and small States that many of us represent. This is especially important for any of my colleagues on this side of the aisle who may be concerned about their districts not receiving a fair share or an equitable share of the Federal disaster aid programs they pay into.

Mr. Speaker, the Small State and Rural Rescue Act is about fairness for rural communities. I firmly believe we should pass it into law, and I urge my colleagues to join me in supporting H.R. 7211.

□ 1530

Mr. DEFAZIO. Mr. Speaker, I have no further speakers. I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself such time as I may consume. I don't have any other speakers, so I would view this as my closing.

When you see a small community get hit by disaster, it just breaks your heart. I remember, as chief of staff to Governor Daugaard, being on the ground in Wessington Springs just hours after a tornado ripped up that town. I was struck by this young mayor, Melissa Mebius, a part-time mayor, as small-town mayors are. She was not an expert in disaster recovery. She didn't know how to navigate the FEMA process.

I was reminded of her strength and her persistence just a couple of weeks ago when I was in Castlewood and was able to meet with that mayor, Brian Ries, and get his sense of how their town had been devastated by a tornado.

Mr. Speaker, these are not big towns. To be specific, Castlewood is 627 people, and Wessington Springs has 956. These are good mayors. These are good public works directors. These are good city councilors. These are able leaders, but this is not an area of their expertise.

The gentleman from New York says it right when he says that this is about fairness. H.R. 7211 makes sure that FEMA will have an advocate who will help these small communities better collect and present the information that is vital to a disaster declaration.

We all get it. If the information that is filed with FEMA is deficient, if it does not prove a certain amount of damage, then you are not going to get the declaration that is needed by these communities so that they can move forward with the recovery that these small and rural communities need every bit as the larger, more sophisticated communities do.

Mr. Speaker, I commend the gentleman from New York for his leadership on this issue, and I ask my colleagues to support this legislation.

I yield back the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I, too, thank the gentleman from New York for his leadership on this issue and his friendship on the committee. We are both moving on to maybe greener pastures, but this is an important piece of legislation as part of his legacy. There is much more to it, but at this point, this will be something that will help people around the country.

I lost the entire town of Blue River in my district in the Labor Day fires just 2 years ago. We had winds that we had never experienced before, gusting up to hurricane force down and out of the Cascade Mountains. A power line broke and started an inferno that moved at an incredible pace down the valley.

We are lucky a lot of people didn't die. The evacuation—there is only one way in and one way out of that town, and it is a miracle that more people weren't trapped. It was an extraordinary effort.

The town, except for the high school, which was a little way out of town, was totally devastated. They are now struggling back. They didn't have any technical expertise, in terms of a professional city manager or a grant writer or anything like that.

The State has rendered a lot of assistance to them, as has the county and as has the regional FEMA office. So, they are beginning to rebuild. This legislation will make it a lot easier for communities like that in the future.

Mr. Speaker, I urge my colleagues to support this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 7211.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. GOOD of Virginia. Mr. Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

MESSAGES FROM THE PRESIDENT

Messages in writing from the President of the United States were communicated to the House by Ms. Kaitlyn Roberts, one of his secretaries.

OCEAN SHIPPING REFORM ACT OF 2022

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (S. 3580) to amend title 46, United States Code, with respect to prohibited acts by ocean common carriers or marine terminal operators, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 3580

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Ocean Shipping Reform Act of 2022”.

SEC. 2. PURPOSES.

Section 40101 of title 46, United States Code, is amended—

(1) by striking paragraph (2) and inserting the following:

“(2) ensure an efficient, competitive, and economical transportation system in the ocean commerce of the United States;”;

(2) in paragraph (3), by inserting “and supporting commerce” after “needs”; and

(3) by striking paragraph (4) and inserting the following:

“(4) promote the growth and development of United States exports through a competitive and efficient system for the carriage of goods by water in the foreign commerce of the United States, and by placing a greater reliance on the marketplace.”.

SEC. 3. SERVICE CONTRACTS.

Section 40502(c) of title 46, United States Code, is amended—

(1) in paragraph (7), by striking “; and” and inserting a semicolon;

(2) in paragraph (8), by striking the period and inserting “; and”; and

(3) by adding at the end the following:

“(9) any other essential terms that the Federal Maritime Commission determines necessary or appropriate through a rule-making process.”.

SEC. 4. SHIPPING EXCHANGE REGISTRY.

(a) IN GENERAL.—Chapter 405 of title 46, United States Code, is amended by adding at the end the following:

“§ 40504. Shipping exchange registry

“(a) IN GENERAL.—No person may operate a shipping exchange involving ocean transportation in the foreign commerce of the United States unless the shipping exchange is registered as a national shipping exchange under the terms and conditions provided in this section and the regulations issued pursuant to this section.

“(b) REGISTRATION.—A person shall register a shipping exchange by filing with the Federal Maritime Commission an application for registration in such form as the Commission, by rule, may prescribe, containing the rules of the exchange and such other information and documents as the Commission, by rule, may prescribe as necessary or appropriate to complete a shipping exchange’s registration.

“(c) EXEMPTION.—The Commission may exempt, conditionally or unconditionally, a shipping exchange from registration under this section if the Commission finds that the shipping exchange is subject to comparable, comprehensive supervision and regulation by the appropriate governmental authorities in a foreign country where the shipping exchange is headquartered.

“(d) REGULATIONS.—Not later than 3 years after the date of enactment of the Ocean Shipping Reform Act of 2022, the Commission shall issue regulations pursuant to subsection (a), which shall set standards necessary to carry out subtitle IV of this title for registered national shipping exchanges. For consideration of a service contract entered into by a shipping exchange, the Commission shall be limited to the minimum essential terms for service contracts established under section 40502 of this title.

“(e) DEFINITION OF SHIPPING EXCHANGE.—In this section, the term ‘shipping exchange’ means a platform (digital, over-the-counter, or otherwise) that connects shippers with common carriers for the purpose of entering into underlying agreements or contracts for the transport of cargo, by vessel or other modes of transportation.”.

(b) APPLICABILITY.—The registration requirement under section 40504 of title 46, United States Code (as added by subsection (a)), shall take effect on the date on which the Federal Maritime Commission states the rule is effective in the regulations issued under such section.

(c) CLERICAL AMENDMENT.—The analysis for chapter 405 of title 46, United States Code, is amended by adding at the end the following:

“40504. Shipping exchange registry.”.

SEC. 5. PROHIBITION ON RETALIATION.

Section 41102 of title 46, United States Code, is amended by adding at the end the following:

“(d) RETALIATION AND OTHER DISCRIMINATORY ACTIONS.—A common carrier, marine terminal operator, or ocean transportation intermediary, acting alone or in conjunction with any other person, directly or indirectly, may not—

“(1) retaliate against a shipper, an agent of a shipper, an ocean transportation intermediary, or a motor carrier by refusing, or threatening to refuse, an otherwise-available cargo space accommodation; or

“(2) resort to any other unfair or unjustly discriminatory action for—

“(A) the reason that a shipper, an agent of a shipper, an ocean transportation intermediary, or motor carrier has—

“(i) patronized another carrier; or

“(ii) filed a complaint against the common carrier, marine terminal operator, or ocean transportation intermediary; or

“(B) any other reason.”.

SEC. 6. PUBLIC DISCLOSURE.

Section 46106 of title 46, United States Code, is amended by adding at the end the following:

“(d) PUBLIC DISCLOSURES.—The Federal Maritime Commission shall publish, and annually update, on the website of the Commission—

“(1) all findings by the Commission of false detention and demurrage invoice information by common carriers under section 41104(a)(15) of this title; and

“(2) all penalties imposed or assessed against common carriers, as applicable, under sections 41107, 41108, and 41109, listed by each common carrier.”.

SEC. 7. COMMON CARRIERS.

(a) IN GENERAL.—Section 41104 of title 46, United States Code, is amended—

(1) in subsection (a)—

(A) in the matter preceding paragraph (1), by striking “may not” and inserting “shall not”;;

(B) by striking paragraph (3) and inserting the following:

“(3) unreasonably refuse cargo space accommodations when available, or resort to other unfair or unjustly discriminatory methods;”;

(C) in paragraph (5), by striking “in the matter of rates or charges” and inserting “against any commodity group or type of shipment or in the matter of rates or charges”;;

(D) in paragraph (10), by adding “, including with respect to vessel space accommodations provided by an ocean common carrier” after “negotiate”;;

(E) in paragraph (12) by striking “; or” and inserting a semicolon;

(F) in paragraph (13) by striking the period and inserting a semicolon; and

(G) by adding at the end the following:

“(14) assess any party for a charge that is inconsistent or does not comply with all applicable provisions and regulations, including subsection (c) of section 41102 or part 545 of title 46, Code of Federal Regulations (or successor regulations);

“(15) invoice any party for demurrage or detention charges unless the invoice includes information as described in subsection (d) showing that such charges comply with—

“(A) all provisions of part 545 of title 46, Code of Federal Regulations (or successor regulations); and

“(B) applicable provisions and regulations, including the principles of the final rule published on May 18, 2020, entitled ‘Interpretive Rule on Demurrage and Detention Under the Shipping Act’ (or successor rule); or

“(16) for service pursuant to a service contract, give any undue or unreasonable preference or advantage or impose any undue or unreasonable prejudice or disadvantage against any commodity group or type of shipment.”; and

(2) by adding at the end the following:

“(d) DETENTION AND DEMURRAGE INVOICE INFORMATION.—

“(1) INACCURATE INVOICE.—If the Commission determines, after an investigation in response to a submission under section 41310, that an invoice under subsection (a)(15) was inaccurate or false, penalties or refunds under section 41107 shall be applied.

“(2) CONTENTS OF INVOICE.—An invoice under subsection (a)(15), unless otherwise determined by subsequent Commission rule-making, shall include accurate information on each of the following, as well as minimum information as determined by the Commission:

“(A) Date that container is made available.

“(B) The port of discharge.

“(C) The container number or numbers.

“(D) For exported shipments, the earliest return date.

“(E) The allowed free time in days.

“(F) The start date of free time.

“(G) The end date of free time.

“(H) The applicable detention or demurrage rule on which the daily rate is based.

“(I) The applicable rate or rates per the applicable rule.

“(J) The total amount due.

“(K) The email, telephone number, or other appropriate contact information for questions or requests for mitigation of fees.

“(L) A statement that the charges are consistent with any of Federal Maritime Commission rules with respect to detention and demurrage.

“(M) A statement that the common carrier’s performance did not cause or contribute to the underlying invoiced charges.

“(e) **SAFE HARBOR.**—If a non-vessel operating common carrier passes through to the relevant shipper an invoice made by the ocean common carrier, and the Commission finds that the non-vessel operating common carrier is not otherwise responsible for the charge, then the ocean common carrier shall be subject to refunds or penalties pursuant to subsection (d)(1).

“(f) **ELIMINATION OF CHARGE OBLIGATION.**—Failure to include the information required under subsection (d) on an invoice with any demurrage or detention charge shall eliminate any obligation of the charged party to pay the applicable charge.”.

(b) **RULEMAKING ON DEMURRAGE OR DETENTION.**—

(1) **IN GENERAL.**—Not later than 45 days after the date of enactment of this Act, the Federal Maritime Commission shall initiate a rulemaking further defining prohibited practices by common carriers, marine terminal operators, shippers, and ocean transportation intermediaries under section 41102(c) of title 46, United States Code, regarding the assessment of demurrage or detention charges. The Federal Maritime Commission shall issue a final rule defining such practices not later than 1 year after the date of enactment of this Act.

(2) **CONTENTS.**—The rule under paragraph (1) shall only seek to further clarify reasonable rules and practices related to the assessment of detention and demurrage charges to address the issues identified in the final rule published on May 18, 2020, entitled “Interpretive Rule on Demurrage and Detention Under the Shipping Act” (or successor rule), including a determination of which parties may be appropriately billed for any demurrage, detention, or other similar per container charges.

(c) **RULEMAKING ON UNFAIR OR UNJUSTLY DISCRIMINATORY METHODS.**—Not later than 60 days after the date of enactment of this Act, the Federal Maritime Commission shall initiate a rulemaking defining unfair or unjustly discriminatory methods under section 41104(a)(3) of title 46, United States Code, as amended by this section. The Federal Maritime Commission shall issue a final rule not later than 1 year after the date of enactment of this Act.

(d) **RULEMAKING ON UNREASONABLE REFUSAL TO DEAL OR NEGOTIATE WITH RESPECT TO VESSEL SPACE ACCOMMODATIONS.**—Not later than 30 days after the date of enactment of this Act, the Federal Maritime Commission, in consultation with the Commandant of the United States Coast Guard, shall initiate a rulemaking defining unreasonable refusal to deal or negotiate with respect to vessel space under section 41104(a)(10) of title 46, as amended by this section. The Federal Maritime Commission shall issue a final rule not later than 6 months after the date of enactment of this Act.

SEC. 8. ASSESSMENT OF PENALTIES OR REFUNDS.

(a) **IN GENERAL.**—Title 46, United States Code, is amended—

(1) in section 41107—

(A) in the section heading, by inserting “or refunds” after “penalties”;

(B) in subsection (a), by inserting “or, in addition to or in lieu of a civil penalty, is liable for the refund of a charge” after “civil penalty”; and

(C) in subsection (b), by inserting “or, in addition to or in lieu of a civil penalty, the

refund of a charge,” after “civil penalty”; and

(2) section 41109 is amended—

(A) by striking subsections (a) and (b) and inserting the following:

“(a) **GENERAL AUTHORITY.**—Until a matter is referred to the Attorney General, the Federal Maritime Commission may—

“(1) after notice and opportunity for a hearing, in accordance with this part—

“(A) assess a civil penalty; or

“(B) in addition to, or in lieu of, assessing a civil penalty under subparagraph (A), order a refund of money (including additional amounts in accordance with section 41305(c)), subject to subsection (b)(2); and

“(2) compromise, modify, or remit, with or without conditions, a civil penalty or refund imposed under paragraph (1).

“(b) **DETERMINATION OF AMOUNT.**—

“(1) **FACTORS FOR CONSIDERATION.**—In determining the amount of a civil penalty assessed or refund of money ordered pursuant to subsection (a), the Federal Maritime Commission shall take into consideration—

“(A) the nature, circumstances, extent, and gravity of the violation committed;

“(B) with respect to the violator—

“(i) the degree of culpability;

“(ii) any history of prior offenses;

“(iii) the ability to pay; and

“(iv) such other matters as justice may require; and

“(C) the amount of any refund of money ordered pursuant to subsection (a)(1)(B).

(2) **COMMENSURATE REDUCTION IN CIVIL PENALTY.**—

“(A) **IN GENERAL.**—In any case in which the Federal Maritime Commission orders a refund of money pursuant to subsection (a)(1)(B) in addition to assessing a civil penalty pursuant to subsection (a)(1)(A), the amount of the civil penalty assessed shall be decreased by any additional amounts included in the refund of money in excess of the actual injury (as defined in section 41305(a)).

(B) **TREATMENT OF REFUNDS.**—A refund of money ordered pursuant to subsection (a)(1)(B) shall be—

“(i) considered to be compensation paid to the applicable claimant; and

“(ii) deducted from the total amount of damages awarded to that claimant in a civil action against the violator relating to the applicable violation.”;

(B) in subsection (c), by striking “may not be imposed” and inserting “or refund of money under subparagraph (A) or (B), respectively, of subsection (a)(1) may not be imposed”;

(C) in subsection (e), by inserting “or order a refund of money” after “penalty”;

(D) in subsection (f), by inserting “, or that is ordered to refund money,” after “assessed”; and

(E) in subsection (g), in the first sentence, by inserting “or a refund required under this section” after “penalty”.

SEC. 9. DATA COLLECTION.

(a) **IN GENERAL.**—Chapter 411 of title 46, United States Code, is amended by adding at the end the following:

“§ 41110. Data collection

“The Federal Maritime Commission shall publish on its website a calendar quarterly report that describes the total import and export tonnage and the total loaded and empty 20-foot equivalent units per vessel (making port in the United States, including any territory or possession of the United States) operated by each ocean common carrier covered under this chapter. Ocean common carriers under this chapter shall provide to the Commission all necessary information, as determined by the Commission, for completion of this report.”.

(b) **RULE OF CONSTRUCTION.**—Nothing in this section, and the amendment made by this section, shall be construed to compel the public disclosure of any confidential or proprietary data, in accordance with section 552(b)(4) of title 5, United States Code.

(c) **CLERICAL AMENDMENT.**—The analysis for chapter 411 of title 46, United States Code, is amended by adding at the end the following:

“41110. Data collection.”.

SEC. 10. CHARGE COMPLAINTS.

(a) **IN GENERAL.**—Chapter 413 of title 46, United States Code, is amended by adding at the end the following:

“§ 41310. Charge complaints

“(a) **IN GENERAL.**—A person may submit to the Federal Maritime Commission, and the Commission shall accept, information concerning complaints about charges assessed by a common carrier. The information submitted to the Commission shall include the bill of lading numbers and invoices, and may include any other relevant information.

“(b) **INVESTIGATION.**—Upon receipt of a submission under subsection (a), with respect to a charge assessed by a common carrier, the Commission shall promptly investigate the charge with regard to compliance with section 41104(a) and section 41102. The common carrier shall—

“(1) be provided an opportunity to submit additional information related to the charge in question; and

“(2) bear the burden of establishing the reasonableness of any demurrage or detention charges pursuant to section 545.5 of title 46, Code of Federal Regulations (or successor regulations).

“(c) **REFUND.**—Upon receipt of submissions under subsection (a), if the Commission determines that a charge does not comply with section 41104(a) or 41102, the Commission shall promptly order the refund of charges paid.

“(d) **PENALTIES.**—In the event of a finding that a charge does not comply with section 41104(a) or 41102 after submission under subsection (a), a civil penalty under section 41107 shall be applied to the common carrier making such charge.

“(e) **CONSIDERATIONS.**—If the common carrier assessing the charge is acting in the capacity of a non-vessel-operating common carrier, the Commission shall, while conducting an investigation under subsection (b), consider—

“(1) whether the non-vessel-operating common carrier is responsible for the noncompliant assessment of the charge, in whole or in part; and

“(2) whether another party is ultimately responsible in whole or in part and potentially subject to action under subsections (c) and (d).”.

(b) **CLERICAL AMENDMENT.**—The analysis for chapter 413 of title 46, United States Code, is amended by adding at the end the following:

“41310. Charge complaints.”.

SEC. 11. INVESTIGATIONS.

(a) **AMENDMENTS.**—Section 41302 of title 46, United States Code, is amended—

(1) in subsection (a), in the first sentence, by striking “or agreement” and inserting “agreement, fee, or charge”; and

(2) in subsection (b)—

(A) in the subsection heading, by striking “Agreement” and inserting “Agreement, fee, or charge”; and

(B) by inserting “, fee, or charge” after “agreement”.

(b) **REPORT.**—The Federal Maritime Commission shall publish on a publicly available website of the Commission a report containing the results of the investigation entitled “Fact Finding No. 29, International

Ocean Transportation Supply Chain Engagement”.

SEC. 12. AWARD OF ADDITIONAL AMOUNTS.

Section 41305(c) of title 46, United States Code is amended by striking “41102(b)” and inserting “subsection (b) or (c) of section 41102”.

SEC. 13. ENFORCEMENT OF REPARATION ORDERS.

Section 41309 of title 46, United States Code, is amended—

(1) in subsection (a), by striking “reparation, the person to whom the award was made” and inserting “a refund of money or reparation, the person to which the refund or reparation was awarded”; and

(2) in subsection (b), in the first sentence—
(A) by striking “made an award of reparation” and inserting “ordered a refund of money or any other award of reparation”; and

(B) by inserting “(except for the Commission or any component of the Commission)” after “parties in the order”.

SEC. 14. ANNUAL REPORT TO CONGRESS.

Section 46106(b) of title 46, United States Code, is amended—

(1) in paragraph (5), by striking “and” at the end;

(2) in paragraph (6), by striking the period and inserting “; and”; and

(3) by adding at the end the following:

“(7) an identification of any otherwise concerning practices by ocean common carriers, particularly such carriers that are controlled carriers, that are—

“(A) State-owned or State-controlled enterprises; or

“(B) owned or controlled by, a subsidiary of, or otherwise related legally or financially (other than a minority relationship or investment) to a corporation based in a country—

“(i) identified as a nonmarket economy country (as defined in section 771(18) of the Tariff Act of 1930 (19 U.S.C. 1677(18))) as of the date of enactment of this paragraph;

“(ii) identified by the United States Trade Representative in the most recent report required by section 182 of the Trade Act of 1974 (19 U.S.C. 2242) as a priority foreign country under subsection (a)(2) of that section; or

“(iii) subject to monitoring by the United States Trade Representative under section 306 of the Trade Act of 1974 (19 U.S.C. 2416).”.

SEC. 15. TECHNICAL AMENDMENTS.

(a) Section 41108(a) of title 46, United States Code, is amended by striking “section 41104(1), (2), or (7)” and inserting “paragraph (1), (2), or (7) of section 41104(a)”.

(b) Section 41109(c) of title 46, United States Code, as amended by section 8 of this Act, is further amended by striking “section 41102(a) or 41104(1) or (2) of this title” and inserting “subsection (a) or (d) of section 41102 or paragraph (1) or (2) of section 41104(a)”.

(c) Section 41305 of title 46, United States Code, as amended by section 12 of this Act, is further amended—

(1) in subsection (c), by striking “41104(3) or (6), or 41105(1) or (3) of this title” and inserting “paragraph (3) or (6) of section 41104(a), or paragraph (1) or (3) of section 41105”; and

(2) in subsection (d), by striking “section 41104(4)(A) or (B) of this title” and inserting “subparagraph (A) or (B) of section 41104(a)(4)”.

SEC. 16. DWELL TIME STATISTICS.

(a) DEFINITIONS.—In this section:

(1) DIRECTOR.—The term “Director” means the Director of the Bureau of Transportation Statistics.

(2) MARINE CONTAINER.—The term “marine container” means an intermodal container with a length of—

(A) not less than 20 feet; and

(B) not greater than 45 feet.

(3) OUT OF SERVICE PERCENTAGE.—The term “out of service percentage” means the proportion of the chassis fleet for any defined geographical area that is out of service at any one time.

(4) STREET DWELL TIME.—The term “street dwell time”, with respect to a piece of equipment, means the quantity of time during which the piece of equipment is in use outside of the terminal.

(b) AUTHORITY TO COLLECT DATA.—

(1) IN GENERAL.—Each port, marine terminal operator, and chassis owner or provider with a fleet of over 50 chassis that supply chassis for a fee shall submit to the Director such data as the Director determines to be necessary for the implementation of this section, subject to subchapter III of chapter 35 of title 44, United States Code.

(2) APPROVAL BY OMB.—Subject to the availability of appropriations, not later than 60 days after the date of enactment of this Act, the Director of the Office of Management and Budget shall approve an information collection for purposes of this section.

(c) PUBLICATION.—Subject to the availability of appropriations, not later than 240 days after the date of enactment of this Act, and not less frequently than monthly thereafter, the Director shall publish statistics relating to the dwell time of equipment used in intermodal transportation at the top 25 ports, including inland ports, by 20-foot equivalent unit, including—

(1) total street dwell time, from all causes, of marine containers and marine container chassis; and

(2) the average out of service percentage, which shall not be identifiable with any particular port, marine terminal operator, or chassis provider.

(d) FACTORS.—Subject to the availability of appropriations, to the maximum extent practicable, the Director shall publish the statistics described in subsection (c) on a local, regional, and national basis.

(e) SUNSET.—The authority under this section shall expire December 31, 2026.

SEC. 17. FEDERAL MARITIME COMMISSION ACTIVITIES.

(a) PUBLIC SUBMISSIONS TO COMMISSION.—The Federal Maritime Commission shall—

(1) establish on the public website of the Commission a webpage that allows for the submission of comments, complaints, concerns, reports of noncompliance, requests for investigation, and requests for alternative dispute resolution; and

(2) direct each submission under the link established under paragraph (1) to the appropriate component office of the Commission.

(b) AUTHORIZATION OF OFFICE OF CONSUMER AFFAIRS AND DISPUTE RESOLUTION SERVICES.—The Commission shall maintain an Office of Consumer Affairs and Dispute Resolution Services to provide nonadjudicative ombuds assistance, mediation, facilitation, and arbitration to resolve challenges and disputes involving cargo shipments, household good shipments, and cruises subject to the jurisdiction of the Commission.

(c) ENHANCING CAPACITY FOR INVESTIGATIONS.—

(1) IN GENERAL.—Pursuant to section 41302 of title 46, United States Code, not later than 18 months after the date of enactment of this Act, the Chairperson of the Commission shall staff within the Bureau of Enforcement, the Bureau of Certification and Licensing, the Office of the Managing Director, the Office of Consumer Affairs and Dispute Resolution Services, and the Bureau of Trade Analysis not fewer than 7 total positions to assist in investigations and oversight, in addition to the positions within the Bureau of Enforcement, the Bureau of Certification and Licensing, the Office of the Managing

Director, the Office of Consumer Affairs and Dispute Resolution Services, and the Bureau of Trade Analysis on that date of enactment.

(2) DUTIES.—The additional staff appointed under paragraph (1) shall provide support—

(A) to Area Representatives of the Bureau of Enforcement;

(B) to attorneys of the Bureau of Enforcement in enforcing the laws and regulations subject to the jurisdiction of the Commission;

(C) for the alternative dispute resolution services of the Commission; or

(D) for the review of agreements and activities subject to the authority of the Commission.

SEC. 18. TEMPORARY EMERGENCY AUTHORITY.

(a) DEFINITIONS.—In this section:

(1) COMMON CARRIER.—The term “common carrier” has the meaning given the term in section 40102 of title 46, United States Code.

(2) MOTOR CARRIER.—The term “motor carrier” has the meaning given the term in section 13102 of title 49, United States Code.

(3) RAIL CARRIER.—The term “rail carrier” has the meaning given the term in section 10102 of title 49, United States Code.

(4) SHIPPER.—The term “shipper” has the meaning given the term in section 40102 of title 46, United States Code.

(b) PUBLIC INPUT ON INFORMATION SHARING.—

(1) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Federal Maritime Commission shall issue a request for information, seeking public comment regarding—

(A) whether congestion of the carriage of goods has created an emergency situation of a magnitude such that there exists a substantial, adverse effect on the competitiveness and reliability of the international ocean transportation supply system;

(B) whether an emergency order under this section would alleviate such an emergency situation; and

(C) the appropriate scope of such an emergency order, if applicable.

(2) CONSULTATION.—During the public comment period under paragraph (1), the Commission may consult, as the Commission determines to be appropriate, with—

(A) other Federal departments and agencies; and

(B) persons with expertise relating to maritime and freight operations.

(c) AUTHORITY TO REQUIRE INFORMATION SHARING.—On making a unanimous determination described in subsection (d), the Commission may issue an emergency order requiring any common carrier or marine terminal operator to share directly with relevant shippers, rail carriers, or motor carriers information relating to cargo throughput and availability, in order to ensure the efficient transportation, loading, and unloading of cargo to or from—

(1) any inland destination or point of origin;

(2) any vessel; or

(3) any point on a wharf or terminal.

(d) DESCRIPTION OF DETERMINATION.—

(1) IN GENERAL.—A determination referred to in subsection (c) is a unanimous determination by the commissioners on the Commission that congestion of carriage of goods has created an emergency situation of a magnitude such that there exists a substantial, adverse effect on the competitiveness and reliability of the international ocean transportation supply system.

(2) FACTORS FOR CONSIDERATION.—In issuing an emergency order pursuant to subsection (c), the Commission shall tailor the emergency order with respect to temporal and geographic scope, taking into consideration the likely burdens on common carriers and

marine terminal operators and the likely benefits on congestion relating to the purposes described in section 40101 of title 46, United States Code.

(e) PETITIONS FOR EXCEPTION.—

(1) IN GENERAL.—A common carrier or marine terminal operator subject to an emergency order issued pursuant to this section may submit to the Commission a petition for exception from 1 or more requirements of the emergency order, based on a showing of undue hardship or other condition rendering compliance with such a requirement impracticable.

(2) DETERMINATION.—The Commission shall make a determination regarding a petition for exception under paragraph (1) by—

(A) majority vote; and

(B) not later than 21 days after the date on which the petition is submitted.

(3) INAPPLICABILITY PENDING REVIEW.—The requirements of an emergency order that is the subject of a petition for exception under this subsection shall not apply to the petitioner during the period for which the petition is pending.

(f) LIMITATIONS.—

(1) TERM.—An emergency order issued pursuant to this section—

(A) shall remain in effect for a period of not longer than 60 days; but

(B) may be renewed by a unanimous determination of the Commission.

(2) SUNSET.—The authority provided by this section shall terminate on the date that is 18 months after the date of enactment of this Act.

(3) INVESTIGATIVE AUTHORITY UNAFFECTED.—Nothing in this section shall affect the investigative authorities of the Commission as described in subpart R of part 502 of title 46, Code of Federal Regulations.

SEC. 19. BEST PRACTICES FOR CHASSIS POOLS.

(a) IN GENERAL.—Not later than April 1, 2023, the Federal Maritime Commission shall enter into an agreement with the Transportation Research Board of the National Academies of Sciences, Engineering, and Medicine under which the Transportation Research Board shall carry out a study and develop best practices for on-terminal or near-terminal chassis pools that provide service to marine terminal operators, motor carriers, railroads, and other stakeholders that use the chassis pools, with the goal of optimizing supply chain efficiency and effectiveness.

(b) REQUIREMENTS.—In developing best practices under subsection (a), the Transportation Research Board shall—

(1) take into consideration—

(A) practical obstacles to the implementation of chassis pools; and

(B) potential solutions to those obstacles; and

(2) address relevant communication practices, information sharing, and knowledge management.

(c) PUBLICATION.—The Commission shall publish the best practices developed under this section on a publicly available website by not later than April 1, 2024.

(d) FUNDING.—Subject to appropriations, the Commission may expend such sums as are necessary, but not to exceed \$500,000, to carry out this section.

SEC. 20. LICENSING TESTING.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Motor Carrier Safety Administration (referred to in this section as the “Administrator”) shall conduct a review of the discretionary waiver authority described in the document issued by the Administrator entitled “Waiver for States Concerning Third Party CDL Skills Test Examiners In Response to the COVID-19 Emergency” and dated August 31, 2021, for safety concerns.

(b) PERMANENT WAIVER.—If the Administrator finds no safety concerns after conducting a review under subsection (a), the Administrator shall—

(1) notwithstanding any other provision of law, make the waiver permanent; and

(2) not later than 90 days after completing the review under subsection (a), revise section 384.228 of title 49, Code of Federal Regulations, to provide that the discretionary waiver authority referred to in subsection (a) shall be permanent.

(c) REPORT.—If the Administrator declines to move forward with a rulemaking for revision under subsection (b), the Administrator shall explain the reasons for declining to move forward with the rulemaking in a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

SEC. 21. PLANNING.

(a) AMENDMENT.—Section 6702(g) of title 49, United States Code, is amended—

(1) by striking “Of the amounts” and inserting the following:

“(1) IN GENERAL.—Of the amounts”; and

(2) by adding at the end the following:

“(2) NONAPPLICABILITY OF CERTAIN LIMITATIONS.—Subparagraphs (A) and (B) of subsection (c)(2) shall not apply with respect to amounts made available for planning, preparation, or design under paragraph (1).”.

(b) EMERGENCY DESIGNATION.—Amounts for which outlays are affected under the amendments made by subsection (a) that were previously designated by the Congress as an emergency requirement pursuant to section 4112(a) of H. Con. Res. 71 (115th Congress), the concurrent resolution on the budget for fiscal year 2018, and to section 251(b) of the Balanced Budget and Emergency Deficit Control Act of 1985 are designated by the Congress as an emergency requirement pursuant to section 4001(a)(1) and section 4001(b) of S. Con. Res. 14 (117th Congress), the concurrent resolution on the budget for fiscal year 2022.

SEC. 22. REVIEW OF POTENTIAL DISCRIMINATION AGAINST TRANSPORTATION OF QUALIFIED HAZARDOUS MATERIALS.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a review of whether there have been any systemic decisions by ocean common carriers to discriminate against maritime transport of qualified hazardous materials by unreasonably denying vessel space accommodations, equipment, or other instrumentalities needed to transport such materials. The Comptroller General shall take into account any applicable safety and pollution regulations.

(b) CONSULTATION.—The Comptroller General of the United States may consult with the Commandant of the Coast Guard and the Chair of the Federal Maritime Commission in conducting the review under this section.

(c) DEFINITIONS.—In this section:

(1) HAZARDOUS MATERIALS.—The term “hazardous materials” includes dangerous goods, as defined by the International Maritime Dangerous Goods Code.

(2) OCEAN COMMON CARRIER.—The term “ocean common carrier” has the meaning given such term in section 40102 of title 46, United States Code.

(3) QUALIFIED HAZARDOUS MATERIALS.—The term “qualified hazardous materials” means hazardous materials for which the shipper has certified to the ocean common carrier that such materials have been or will be tendered in accordance with applicable safety laws, including regulations.

(4) SHIPPER.—The term “shipper” has the meaning given such term in section 40102 of title 46, United States Code.

SEC. 23. TRANSPORTATION WORKER IDENTIFICATION CREDENTIALS.

(a) DEFINITION OF DIRECT ASSISTANCE TO A UNITED STATES PORT.—In this section:

(1) IN GENERAL.—The term “direct assistance to a United States port” means the transportation of cargo directly to or from a United States port.

(2) EXCLUSIONS.—The term “direct assistance to a United States port” does not include—

(A) the transportation of a mixed load of cargo that includes—

(i) cargo that does not originate from a United States port; or

(ii) a container or cargo that is not bound for a United States port;

(B) any period during which a motor carrier or driver is operating in interstate commerce to transport cargo or provide services not in support of transportation to or from a United States port; or

(C) the period after a motor carrier dispatches the applicable driver or commercial motor vehicle of the motor carrier to another location to begin operation in interstate commerce in a manner that is not in support of transportation to or from a United States port.

(b) TRANSPORTATION WORKER IDENTIFICATION CREDENTIALS.—The Administrator of the Transportation Security Administration and the Commandant of the Coast Guard shall jointly prioritize and expedite the consideration of applications for a Transportation Worker Identification Credential with respect to applicants that reasonably demonstrate that the purpose of the Transportation Worker Identification Credential is for providing, within the interior of the United States, direct assistance to a United States port.

SEC. 24. USE OF UNITED STATES INLAND PORTS FOR STORAGE AND TRANSFER OF CARGO CONTAINERS.

(a) MEETING.—Not later than 90 days after the date of enactment of this Act, the Assistant Secretary for Transportation Policy, in consultation with the Administrator of the Maritime Administration and the Chairperson of the Federal Maritime Commission, shall convene a meeting of representatives of entities described in subsection (b) to discuss the feasibility of, and strategies for, identifying Federal and non-Federal land, including inland ports, for the purposes of storage and transfer of cargo containers due to port congestion.

(b) DESCRIPTION OF ENTITIES.—The entities referred to in subsection (a) are—

(1) representatives of United States major gateway ports, inland ports, and export terminals;

(2) ocean carriers;

(3) railroads;

(4) trucking companies;

(5) port workforce, including organized labor; and

(6) such other stakeholders as the Secretary of Transportation, in consultation with the Chairperson of the Federal Maritime Commission, determines to be appropriate.

(c) REPORT TO CONGRESS.—As soon as practicable after the date of the meeting convened under subsection (a), the Assistant Secretary for Transportation Policy, in consultation with the Administrator of the Maritime Administration and the Chairperson of the Federal Maritime Commission, shall submit to Congress a report describing—

(1) the results of the meeting;

(2) the feasibility of identifying land or property under the jurisdiction of United States, or ports in the United States, for storage and transfer of cargo containers; and

(3) recommendations relating to the meeting, if any.

(d) SAVINGS PROVISION.—No authorization contained in this section may be acted on in a manner that jeopardizes or negatively impacts the national security or defense readiness of the United States.

SEC. 25. REPORT ON ADOPTION OF TECHNOLOGY AT UNITED STATES PORTS.

Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall submit to Congress a report describing the adoption of technology at United States ports, as compared to that adoption at foreign ports, including—

(1) the technological capabilities of United States ports, as compared to foreign ports;

(2) an assessment of whether the adoption of technology at United States ports could lower the costs of cargo handling;

(3) an assessment of regulatory and other barriers to the adoption of technology at United States ports; and

(4) an assessment of technology and the workforce.

SEC. 26. AUTHORIZATION OF APPROPRIATIONS.

Section 46108 of title 46, United States Code, is amended by striking “\$29,086,888 for fiscal year 2020 and \$29,639,538 for fiscal year 2021” and inserting “\$32,869,000 for fiscal year 2022, \$38,260,000 for fiscal year 2023, \$43,720,000 for fiscal year 2024, and \$49,200,000 for fiscal year 2025”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from South Dakota (Mr. JOHNSON) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on S. 3580.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oregon?

There was no objection.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of S. 3580, the Ocean Shipping Reform Act of 2022, bipartisan and bicameral legislation to strengthen our Nation's supply chain and address unfair shipping practices, which became broadly apparent during the pandemic.

Once again, we have come together to find common ground to address the needs of the American people. I particularly want to express great appreciation for the extraordinary leadership of my colleague from California, JOHN GARAMENDI, and DUSTY JOHNSON, for their tireless work fighting for this legislation.

I would also like to acknowledge SAM GRAVES, the ranking member of the Transportation and Infrastructure Committee, Coast Guard and Maritime Transportation Subcommittee Chairman SALUD CARBAJAL, and Coast Guard and Maritime Transportation Subcommittee Ranking Member BOB GIBBS. Their contributions were many, and I appreciate the time they took to work with all the stakeholders.

The COVID-19 pandemic has altered the practice of business worldwide, per-

haps permanently. It shuttered factories, changed consumer demand, and inundated our ports with containers. In no other time have we had such an unprecedented need for a resilient supply chain, yet if anything, the trials of the past 2 years have highlighted the inefficiencies of our transportation system, both domestically and internationally.

One response will be, hopefully, with the COMPETES Act, to onshore critical industries and components in the future. But the other is to deal with the inefficiencies of the existing system during that transition.

The importance of the maritime sector as part of America's supply chain cannot be overstated. \$4.6 trillion in activity takes place annually at all the U.S. seaports.

Despite historic demand and profit levels, we have been alerted to instances of large ocean carrier conglomerates taking advantage of American exporters and importers. In fact, the three largest shipping conglomerates in the world enjoyed more profits last year than the total of their profits in the previous decade. We might call that price gouging.

Foreign-flag commercial carriers transport more than 98 percent of U.S. foreign commerce. Again, we need more significant steps to rebuild a U.S. maritime industry so, as a maritime nation, we are not dependent upon Communist China and other places, a whole bunch of developing or even non-existent countries with flags of convenience that are substantially under the thumb of the Chinese.

Foreign-flag commercial carriers transport 98 percent, as I said, which means we must be robust in our approach to the oversight and enforcement of trade to secure fairness and economic prosperity.

The Ocean Shipping Reform Act of 2022 gives the Federal Maritime Commission updated authority to protect exporters, importers, and consumers from unfair practices by expanding its oversight and enforcement capabilities, and it amends title 46 to increase penalties for retaliation against shippers and encourage reciprocal trade. It ensures that ocean carriers cannot refuse U.S. export cargo bookings for arbitrary reasons and makes several reforms to the way carriers levy detention and demurrage charges.

These reforms include requiring written confirmation that the fees charged are fair and comply with Federal regulations and establishing that shippers have straightforward and appropriate recourse in the event of improper detention and demurrage charges or other unfair shipping practices.

This legislation also authorizes funding levels that would adequately equip the Federal Maritime Commission to utilize its expanded oversight and enforcement capabilities. Specifically, the legislation increases the FMC's authorization from \$32.9 million in 2022 to \$49.2 million in fiscal year 2025, a 50 percent increase over 4 years.

This increase would ensure that key leadership positions remain filled at a time when one in five current FMC employees are eligible to retire and allow for the hiring of additional staff to improve the Commission's enforcement actions and provide timely informational and dispute resolution assistance to consumers.

The Transportation and Infrastructure Committee has held multiple hearings focusing on relieving the strain on our supply chain. One recommendation we heard repeatedly is that increased data transparency and information sharing are essential to reducing lag time at trade-off points in the supply chain.

The supply chain consists of thousands of moving pieces—vessels, trucks, trains, planes—that are controlled by small teams of people making their decisions about cargo loading, timing, and routes based on weather, pricing, and other factors. We need to make it easier for all players in this system to talk to each other and share real-time information with their supply chain partners so that the goods keep flowing even when a shipper's transit plans change.

This bill works in harmony with actions taken by President Biden, the Department of Transportation, and the Department of Homeland Security to make pathways for the shipping community to improve its internal communication and, in turn, relieve congestion at ports.

In closing, I stress that this legislation is vital for ensuring fair and efficient shipping, which is integral to the well-being of our economy.

Allow me, once again, to thank Representatives GARAMENDI and JOHNSON for their leadership. I look forward to unanimous passage in the House, even if a vote is called for.

Mr. Speaker, I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, one of my favorite movies is the 1993 comedy starring Bill Murray, “Groundhog Day.” In that movie, every day when Bill Murray wakes up, he goes through the same set of activities and processes. I can't help but feel a little bit like Bill Murray, given that this is the fourth time this body is taking up the Ocean Shipping Reform Act, but I think we are going to get it done this time.

We first passed it in December as a standalone bill with strong bipartisan vote totals. Then, in January, it was attached to a larger bill. A few weeks later, it was attached to yet another larger package of legislation.

Now, we have before us the Senate bill, and I do think that we are well positioned to get this across the finish line.

I thank the chairman for his kind words earlier. He mentioned the word “tireless.” When it comes to talking about Mr. GARAMENDI, I would also use

the word “tenacious.” He was a wonderful partner to try to actually get something done.

There are so many Members of Congress that are more interested in complaining about problems or about having the hot tweet of the day. But in JOHN GARAMENDI, there is a Member who actually wants to get things done. What a delightful characteristic to have in a Member of Congress.

Our version of H.R. 4996, of course, I thought it was the perfect piece of legislation. But the Senate is entitled to their own opinions, so we will bring up their version.

I think it is worth us reminding ourselves, how did we get here? We talk about a supply chain crunch. We talk about a supply chain crisis. How did we get here, and will this bill actually help?

The influx of Federal dollars injected into the economy and the way in which the pandemic shifted consumer spending has forced U.S. ports to face unprecedented volumes of cargo, just stuff incoming, nonstop, at a level at which this country has not seen.

This pressure on our ports has trickled down to other parts of the supply chain that has led to delays in product arrivals. It has led to product shortages, just as all the capacity in our system has been overwhelmed.

Those soaring freight rates and capacity shortages have made it difficult not only to receive imports but also to get our American agriculture and manufactured goods exported for timely delivery abroad. U.S. importers and exporters, U.S. consumers, have been hit on both fronts.

Some might be wondering why a Congressman from South Dakota cares so much about maritime law. The reality is that 60 percent of South Dakota's soybeans are exported, as are a tremendous amount of dairy, beef, and corn.

This is not just a coastal issue. This impacts lives from the farm gate to Main Street. Whether people realize it or not, this supply chain crunch is impacting them.

I got most involved in this issue when I heard from South Dakota businesses like Strider Bikes, out of Rapid City, or Valley Queen Cheese, out of Milbank, about how their ability to do business was seriously impacted by the crunch at the ports.

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Valley Queen Cheese had 2 million pounds of lactose. It already had a buyer in Asia. They couldn't get it on a container. At a time when 60 percent of containers going back to Asia were going back empty, they couldn't get space on a container headed back to their customers. Strider couldn't get the parts they needed so that they would be able to sell finished products to American consumers and consumers elsewhere.

These are real impacts that take millions and billions of dollars out of the American economy. The American

Farm Bureau estimates that more than \$25 billion of ag sales have been forgone because of this problem at the ports. One industry, the U.S. dairy industry, in just 6 months last year, experienced a \$1.6 billion hit.

So, Mr. Speaker, the Ocean Shipping Reform Act addresses these problems in a few ways. It addresses the supply chain bottlenecks, it promotes American competitiveness, and it holds foreign-flagged ocean carriers accountable for any unfair practices that they engage in.

I just said that this bill is about U.S. competitiveness, and that is exactly right. My sense is that if you are a foreign-flagged ocean carrier, and you are using U.S. ports, you need to submit yourself to some basic rules of the road.

This legislation provides the appropriate authority to the Federal Maritime Commission so that they can better protect U.S. shippers who import and export items. They should be able to do that free from unreasonable anti-competitive actions.

So this bill does a lot, Mr. Speaker, but I want to hit just on three that I think are most noteworthy. First off, under this legislation, the FMC will be able to set minimum contract standards for ocean shipping service contracts. That is critically important. Again, those are the basic rules of the road we need to make sure are in place.

Secondly, it increases protections for U.S. shippers from retaliation if the shippers file a complaint with the FMC. There has been a fair amount of discussion in committee about how loath shippers are to file complaints against carriers because of concerns about retaliation.

Third, this bill sets standards for detention and demurrage charges levied by foreign ocean carriers. These are perfectly reasonable requirements. This bill says that the charges must be accurate, and of course, they should be, and the bill sets penalties for false or inaccurate fees.

The House-passed bill placed even more weapons in the FMC's arsenal. Again, the Senate version is not quite that robust, but Mr. Speaker, I see no value in us having perfect be the enemy of the good. This does move us in the right direction, so I would ask my colleagues to vote for S. 3580, the Ocean Shipping Reform Act of 2022.

A “yes” vote is a vote to put U.S. shippers, farmers, manufacturers, truckers, retailers, and consumers first. I support this crucial legislation, and I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield 5 minutes to the gentleman from California (Mr. GARAMENDI), who played a very principal role in this legislation.

Mr. GARAMENDI. Mr. Speaker, thank you so very much for the opportunity to present this.

First, let me throw back comments that Mr. JOHNSON made. I would say it precisely the same. Far too kind, but as they apply to you, certainly in order, each and every one of them.

The pleasure of working across the aisle, but really in common, on a set of problems that plague our constituents, and frankly, the constituents of every Representative, perhaps that is why we had such unanimous or nearly unanimous support here on our legislation which, correctly, you said, will now pass this House four times.

This bill attacks inflation, and it will reduce consumer costs. It is not going to solve every problem in the supply chain or every problem for U.S. exporters, but it will make a very real difference for American businesses and consumers by lowering the exorbitant ocean shipping costs and prohibiting unfair business practices by foreign-flagged ocean carriers.

Let me continue with a few thanks. Mr. DEFAZIO, heads up. Pay attention. You and your staff and Mr. GRAVES and his staff deserve extraordinary thanks here for really putting together some of the details and pushing this bill along.

Also, Mr. CARBAJAL, the maritime staff, both minority and majority for their work on it, and, of course, the author of this bill on the Senate side, Senator KLOBUCHAR. Mr. JOHNSON's staff and ours—and others—worked with her early on in the process as she was preparing to introduce the Senate version of the House version of the Ocean Shipping Reform Act.

So where do we go? It was almost 12 months to the day, June 15, that I reached out across the aisle on the Ocean Shipping Reform Act to work with my friend, Congressman DUSTY JOHNSON.

It is 12 months later, and I am thrilled that the House is passing this bill. In a conversation I had earlier last Friday with President Biden, he wants to sign this bill as soon as it could possibly get to his desk.

The Ocean Shipping Reform Act, S. 3580, is the first major overhaul of our Nation's laws and Federal regulations for the international ocean shipping industry since 1998. For decades, the United States has run a significant trade imbalance, due in large part to export-driven, non-market economies like mainland China.

In late 2001, the People's Republic of China was granted permanent, normal trade relations with the United States, the so-called most-favored-nation status—certainly favorable to China, but not to the United States—following that country's admission to the World Trade Organization.

The United States' trade imbalance with the People's Republic of China in 2001 was approximately \$83 billion. In 2020, our trade imbalance with mainland China was \$310 billion in nominal dollars, having increased almost every year.

Concurrently, the ocean shipping industry underwent considerable consolidation, coinciding with the continual decline of U.S.-flagged international fleet in favor of foreign flags of convenience—another way of saying, “do it on the cheap.”

Some nine foreign-flagged carriers now dominate the global ocean shipping industry, several of which are effectively controlled by foreign governments or foreign state-owned enterprises.

These foreign-flagged ocean carriers have an alliance with each other. They are not subject to the normal American laws of anticompetitive behavior so they go about their business. In that business, we have found the American consumer and the American exporter are at a disadvantage.

The global COVID-19 pandemic made all of these longstanding issues in the ocean shipping industry and highlighted the staggering vulnerabilities in the integrated supply chain that drives global commerce.

According to The Journal of Commerce, the foreign-flagged ocean carriers made a record profit of \$150 billion—in 2021, compared to just \$25.4 billion in 2022.

Even after more than quintupling their profits during the height of the pandemic, an independent analysis by the maritime research consultancy, Drewry, projects that the foreign-flagged ocean carriers will best their 2021 record profits in 2022, and I might add, at the expense of American consumers and at the expense of American exporters.

The SPEAKER pro tempore. The gentleman's time has expired.

Mr. DEFAZIO. Mr. Speaker, I yield an additional 2 minutes to the gentleman.

Mr. GARAMENDI. Mr. Speaker, I better get on with it.

For every American shopper, shipper, agricultural exporter, manufacturer, retailer, or small business struggling with skyrocketing ocean shipping costs, I am saying this bill will be help on the way.

The Ocean Shipping Reform Act cracks down on many of the issues. The Federal Maritime Commission is empowered.

The bill shifts the burden of proof regarding reasonableness to the ocean carriers, so if they want detention and demurrage, they have to prove it.

The bill also requires ocean carriers or their billing agencies to ensure that those charges comply with Federal regulations.

Third: The bill increases the antiretaliation protections for shippers.

Fourth: The bill establishes a new exception in Federal law that ocean carriers make a good-faith effort to negotiate vessel space and accommodate the cargo bookings for U.S. exports.

The bill authorizes the Federal Maritime Commission to regulate shipping exchanges.

Finally, this is one fine piece of legislation, and I urge its passage.

Mr. DEFAZIO. Mr. Speaker, I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself such time as I may consume.

I would like to engage in a brief colloquy with my majority colleague to ensure that we agree on section 7(b)(1) of S. 3580.

I would ask Chairman DEFAZIO: Section 7(b)(1) of the bill requires the FMC to initiate a rulemaking “further” defining prohibited practices by common carriers, marine terminal operators, and ocean transportation intermediaries under section 41102(c) of title 46, United States Code.

Section 7(b)(2) states that the contents of the additional rule required under paragraph 1, “shall only seek to further clarify reasonable rules and practices related to the assessment of detention and demurrage charges to address the issues identified in the final rule published”—by the FMC—“on May 18, 2020, entitled, ‘Interpretive Rule on Demurrage and Detention Under the Shipping Act.’”

So, Mr. Chairman, my understanding is that any rule prepared under paragraph 1 of section 7(b) is subject to the limitation set in paragraph 2, and such rule shall only clarify the May 18, 2020 rule.

I also understand that any rule prepared under section 7 shall be in addition to, not in place of, the May 2020 rule and that that May 18 rule shall remain in place during the preparation of the additional rule after the promulgation of such an additional rule unless the FMC chooses, unrelated to the requirements of section 7, to undertake any amendment to the May 18, 2020 rule.

Finally, Mr. Speaker, it is my understanding that, though characterized as an “interpretive rule,” this final rule was promulgated through notice and comment and is changing ocean carrier behavior with respect to these fees and has already led to enforcement cases by the Commission to address unreasonable detention and demurrage charges.

Does the Chair share my understandings with respect to section 7? Of course, I yield time for the gentleman to respond.

Mr. DEFAZIO. Will the gentleman yield?

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield to the gentleman from Oregon.

Mr. DEFAZIO. Mr. Speaker, I thank the gentleman. I thank him for the colloquy.

Yes, I totally agree with the gentleman from South Dakota's understandings with respect to any additional promulgated rules pursuant to section 7 and to the May 18, 2020 rule now in place.

Mr. Speaker, I yield back to the gentleman.

Mr. JOHNSON of South Dakota. Mr. Speaker, reclaiming my time.

I appreciate the gentleman's comments, our agreement as well as your engagement.

Mr. Speaker, I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I reserve the balance of my time because I had

one additional speaker, but I think he is delayed in transit.

□ 1600

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself such time as I may consume.

It has been a bit of a journey. The gentleman from California was right, it is almost a year to the day, but we are here, and we are about ready to punch this into the end zone.

Mr. Speaker, S. 3580 provides the FMC the crucial tools they need to help protect U.S. shippers. Both Mr. GARAMENDI and myself are former regulators at the State level, and we had shared that it is unusual in this kind of a highly complex and sophisticated commerce environment that the FMC has lacked these basic authorities in the past.

This bill moves us in the right direction. It is going to help during this current crisis. And even more importantly, Mr. Speaker, it will make a future crisis less likely. People will understand that the cop on the beat, the FMC, has the authority they need to shave the most jagged edges off of unreasonable behavior from these foreign-flagged ocean carriers.

Mr. Speaker, I sincerely thank my colleagues across the aisle for working with so many of us on this side on this important legislation. It is a strongly bipartisan and strongly bicameral success. I think this time we are going to get it across the finish line, signed into law by the President. I urge support.

Mr. Speaker, I yield back the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I will just expand a little bit on the gentleman from California when he raised the MFN for China in 1990, most-favored-nation status. Until then, we had been able, on an annual basis, to threaten China with substantial retaliation restrictions if they violated international norms in trade.

The Clinton administration mistakenly felt that if the Chinese were given most-favored-nation status and put into the World Trade Organization that somehow they would reform their practices. They haven't; they didn't; they won't.

Interestingly, I was cleaning out a drawer in my desk today and came across a headline story where it said, “DeFazio predicts the largest export to China will be U.S. jobs,” and it has been. We have hemorrhaged hundreds of thousands, millions of good, family-wage manufacturing jobs in this country, developed extraordinary dependence.

The Senate version of the COMPETES Act, thanks to Senator TOOMEY, would actually make us more dependent on China, do away with all tariffs, including on medical protective gear and other things.

Did we learn nothing during this pandemic?

This bill is just one first step in beginning to reestablish the United States' competitive position in the world with free and "fair" trade—fair, underlined eight times—including the shipping companies and those who utilize or dominate those shipping companies.

This is critical legislation. I am hoping that we can make even more progress in the COMPETES Act on the Senate side and not adopt their pathetic, total kowtowing to China.

Mr. Speaker, I urge my colleagues to support this legislation, and I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I stand in support of S. 3580 to defend the right of American business owners and farmers to receive fair pricing for the exportation of their valuable products across the world.

Since the COVID-19 pandemic brought the world to a halt, the international exchange of goods has struggled to recover.

Many Americans have felt the impact of the supply chain disruption in their homes and pockets.

Products manufactured in factories overseas take too long to arrive at our ports.

When they do arrive, they spend days docked on shore before distribution to American warehouses.

However, the true crime in this broken system has been the theft of economic opportunity to American exporters.

In the months of October and November 2021, when the global supply chain was at its most unstable, shipping carriers had the gall to arrive on U.S. soil, deposit foreign products and then reject the exports of American farmers and business owners.

In these two months, ocean carriers turned away more than 175,000 containers from ports in California, New Jersey, and New York.

According to some reports, nearly 40 percent of scheduled pickups of U.S. agricultural exports were cancelled or simply not completed.

Three out of four shipping containers left American ports empty.

That's a loss of over \$630 million for American businesses.

When shipping containers were available for export, price gouging ate into already small profit margins of our hard-working farmers.

In just two years the price of a shipping container leaving the U.S. quadrupled.

Our business owners, our producers, our farmers are being robbed.

Foreign shipping companies should not be making all time high profits off the backs of American business owners.

The Ocean Shipping Competition Reform Act will empower the Federal Maritime Commission to ensure that American companies stand on equal footing with foreign manufacturers and that these unjust practices come to an end.

S. 3580 will ensure that shipping companies commit to fair and equitable pricing practices.

S. 3580 will support the American economy and will empower our business owners and agricultural leaders to compete on an even playing field on the international stage.

That is why I stand in support of the Ocean Shipping Competition Reform Act of 2022, and why I encourage my colleagues to do the same.

Mr. CARBAJAL. Mr. Speaker, I would like to express my support for the Ocean Shipping Reform Act of 2022. I want to especially commend Reps. GARAMENDI and JOHNSON, on their tremendous work cultivating a bipartisan agreement to address supply chain issues and unfair practices in the shipping industry.

I would also like to thank my colleagues for working with me and Chair DEFAZIO on this legislation.

Mr. Speaker, the need for this legislation is clear by the fact that every American now knows the phrase 'supply chain disruption'.

Whether its delayed shipments of agricultural goods or the current infant formula shortage, every family in America has been touched in some way by these bottlenecks and kinks in our supply chain.

We need robust solutions to address this crisis.

This bill is the first step in doing so.

It eases our stressed supply chain by creating more transparency within our intermodal system and improves efficiency in transporting goods at a time when supply chain congestion is severe.

The increase in funding for the Federal Maritime Commission in this 4-year authorization is indicative of Congress's strong support for finding an effective solution to the supply chain crisis. Now is the time to ensure that the Commission has the ability to enforce fairness in ocean shipping practices.

I am pleased that the bill contains a number of provisions aimed at addressing wrongfully issued detention and demurrage charges. This includes holding shipping companies responsible for proving the reasonableness of the charges when challenged.

To optimize supply chain efficiency and streamline operations, the bill calls for a study to develop best practices for chassis pools that provide service to different types of stakeholders in the intermodal transportation system.

It also authorizes the collection and publication of equipment dwell time statistics at the top 25 ports.

I am proud of the Committee's work on this important legislation, and I look forward to seeing it signed into law.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, S. 3580.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GOOD of Virginia. Mr. Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 4 o'clock and 4 minutes p.m.), the House stood in recess.

□ 1830

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. COURTNEY) at 6 o'clock and 30 minutes p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

S. 3580;
H.R. 6270; and
H.R. 2020.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

OCEAN SHIPPING REFORM ACT OF 2022

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to suspend the rules and pass the bill (S. 3580) to amend title 46, United States Code, with respect to prohibited acts by ocean common carriers or marine terminal operators, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill.

The vote was taken by electronic device, and there were—yeas 369, nays 42, not voting 16, as follows:

[Roll No. 256]

YEAS—369

Adams	Brown (MD)	Cole
Aderholt	Brown (OH)	Connolly
Aguilar	Brownley	Cooper
Allen	Buchanan	Correa
Allred	Buck	Costa
Amodei	Bucshon	Courtney
Armstrong	Budd	Craig
Arrington	Bush	Crawford
Auchincloss	Bustos	Crenshaw
Axne	Butterfield	Crist
Babin	Calvert	Crow
Bacon	Cammack	Cuellar
Baird	Carbajal	Curtis
Balderson	Cárdenas	Davis, Danny K.
Banks	Carey	Davis, Rodney
Barr	Carl	Dean
Barragán	Carson	DeFazio
Bass	Carter (GA)	DeGette
Beatty	Carter (LA)	DeLauro
Bentz	Carter (TX)	DeBene
Bera	Cartwright	Demings
Bergman	Case	DeSaulnier
Beyer	Castor (FL)	DesJarlais
Bice (OK)	Castro (TX)	Diaz-Balart
Bilirakis	Chabot	Dingell
Bishop (GA)	Cheney	Doggett
Bishop (NC)	Cherfilus-	Doyle, Michael
Blumenauer	McCormick	F.
Blunt Rochester	Chu	Duncan
Bonamici	Cielline	Dunn
Bost	Clark (MA)	Ellzey
Bourdeaux	Clarke (NY)	Emmer
Bowman	Cleaver	Escobar
Boyle, Brendan	Cloud	Eshoo
F.	Cohen	Espallat

Evans
Fallon
Feenstra
Ferguson
Fischbach
Fitzpatrick
Fleischmann
Fletcher
Foster
Foxy
Frankel, Lois
Gallego
Garamendi
Garbarino
Garcia (CA)
Garcia (IL)
Garcia (TX)
Gibbs
Gimenez
Gohmert
Golden
Gomez
Gonzales, Tony
Gonzalez,
Vicente
Gottheimer
Granger
Graves (LA)
Graves (MO)
Green, Al (TX)
Griffith
Grijalva
Grothman
Guthrie
Harder (CA)
Harris
Hartzler
Hayes
Herrell
Herrera Beutler
Hice (GA)
Higgins (NY)
Hill
Himes
Hinson
Horsford
Houlahan
Hoyer
Hudson
Huffman
Huizenga
Issa
Jackson Lee
Jacobs (CA)
Jacobs (NY)
Jayapal
Jeffries
Johnson (GA)
Johnson (LA)
Johnson (OH)
Johnson (SD)
Johnson (TX)
Jones
Joyce (OH)
Joyce (PA)
Kafele
Kaptur
Katko
Keller
Kelly (IL)
Kelly (MS)
Kelly (PA)
Khanna
Kildee
Kilmer
Kim (CA)
Kim (NJ)
Kind
Kinzinger
Kirkpatrick
Krishnamoorthi
Kuster
Kustoff
LaHood
LaMalfa
Lamb
Langevin
Larsen (WA)
Larson (CT)
Latta

LaTurner
Lawrence
Lawson (FL)
Lee (CA)
Lee (NV)
Leger Fernandez
Lefler
Lesko
Letlow
Levin (CA)
Levin (MI)
Lieu
Lofgren
Long
Lowenthal
Luetkemeyer
Luria
Lynch
Mace
Malinowski
Malliotakis
Maloney,
Carolyn B.
Maloney, Sean
Mann
Manning
Matsui
McBath
McCarthy
McCaul
McClain
McCollum
McEachin
McGovern
McKinley
McNerney
Meeks
Meijer
Meng
Meuser
Mfume
Miller (WV)
Miller-Meeks
Moolenaar
Mooney
Moore (AL)
Moore (UT)
Moore (WI)
Morelle
Moulton
Mrvan
Murphy (FL)
Murphy (NC)
Nadler
Napolitano
Neal
Neguse
Newhouse
Newman
Norcross
O'Halleran
Obernolte
Ocasio-Cortez
Omar
Owens
Palazzo
Pallone
Panetta
Pappas
Pascrell
Payne
Pence
Perlmutter
Peters
Pfluger
Phillips
Pingree
Pocan
Porter
Posey
Pressley
Price (NC)
Quigley
Raskin
Reschenthaler
Rice (NY)
Rice (SC)
Rodgers (WA)
Rogers (AL)
Rogers (KY)

Rose
Ross
Rouzer
Roybal-Allard
Ruiz
Ruppersberger
Rush
Rutherford
Ryan
Salazar
Sánchez
Sarbanes
Scalise
Scanlon
Lucas
Schiff
Schneider
Schrader
Schrier
Scott (VA)
Scott, Austin
Scott, David
Sessions
Sewell
Sherman
Sherrill
Simpson
Sires
Slotkin
Smith (MO)
Smith (NE)
Smith (NJ)
Smith (WA)
Smucker
Soto
Spanberger
Speier
Stansbury
Stanton
Staubert
Steel
Stefanik
Steil
Stevens
Stewart
Strickland
Suozi
Swalwell
Takano
Tenney
Thompson (CA)
Thompson (MS)
Thompson (PA)
Tiffany
Timmons
Titus
Tlaib
Tonko
Torres (CA)
Torres (NY)
Trahan
Trone
Turner
Underwood
Upton
Valadao
Van Drew
Van Duyn
Vargas
Veasey
Velázquez
Wagner
Walberg
Walorski
Wasserman
Schultz
Waters
Watson Coleman
Webster (FL)
Welch
Wenstrup
Westerman
Wexton
Wild
Williams (GA)
Williams (TX)
Wilson (FL)
Wilson (SC)
Wittman
Womack

NAYS—42

Biggs
Boebert
Brooks
Burchett
Burgess
Cawthorn
Cline

Clyde
Comer
Davidson
Donalds
Estes
Franklin, C.
Scott

Gaetz
Gallagher
Good (VA)
Gooden (TX)
Gosar
Green (TN)
Harshbarger

Hern
Higgins (LA)
Hollingsworth
Jackson
Jordan
Lamborn
Loudmilk
Massie

Mast
McClintock
Mullin
Nehls
Norman
Palmer
Perry
Rosendale

Brady
Casten
Clyburn
Davids (KS)
Deutch
Fitzgerald

Fulcher
Gonzalez (OH)
Greene (GA)
Guest
Keating
McHenry

NOT VOTING—16

Messrs. CAWTHORN, PALMER, C. SCOTT FRANKLIN of Florida, and WEBER of Texas changed their vote from “yea” to “nay.”

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

MEMBERS RECORDED PURSUANT TO HOUSE RESOLUTION 8, 117TH CONGRESS

Amodei
(Balderson)
Bass
(Blunt)
Blumenauer
(Beyer)
Bowman
(Neguse)
Brooks
(Fleischmann)
Brown (MD)
(Blunt)
Brooks
(Fleischmann)
Brown (MD)
(Blunt)
Brooks
(Fleischmann)
Crist
(Wasserman)
Curtis (Stewart)
Davis, Danny K.
(Foster)
DesJarlais
(Fleischmann)
Escobar
(Jeffries)
Evans (Beyer)
Gaetz (Boebert)
Gohmert (Weber
(TX))

Gosar (Boebert)
Gottheimer
(Jeffries)
Grijalva (Garcia
(IL))
Jacobs (NY)
(Garbarino)
Johnson (GA)
(Manning)
Johnson (TX)
(Jeffries)
Jones (Watson)
Coleman
Kahale (Mrvan)
Kelly (IL)
(Neguse)
Khanna (Watson)
Coleman
Lamb (Blunt)
Rochester)
Lawrence
(Stevens)
Lawson (FL)
(Wasserman)
Schultz
Lynch
(Langevin)
Mace (Carter
(GA))
McEachin
(Beyer)
Moore (WI)
(Beyer)
Nadler (Pallone)
Newman (Beyer)
O'Halleran
(Schrader)

Palazzo
(Fleischmann)
Payne (Pallone)
Peters (Jeffries)
Pingree
(Wasserman)
Schultz)
Pressley (Hayes)
Price (NC)
(Manning)
Reschenthaler
(Keller)
Rice (SC)
(Meijer)
Rush (Blunt)
Rochester)
Salazar
(Gimenez)
Speier (Huffman)
Stanton
(Huffman)
Suozi (Beyer)
Taylor (Van
Duyn)
Tenney
(Jackson)
Titus (Pallone)
Walorski
(Buchson)
Welch (Pallone)
Wilson (FL)
(Neguse)

ADVANCED AVIATION INFRA-STRUCTURE MODERNIZATION ACT

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 6270) to direct the Secretary of Transportation to establish a pilot program to provide grants related to advanced air mobility infrastructure, and for other purposes, as amended, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFALZIO) that the House suspend the rules and pass the bill, as amended.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 338, nays 73, not voting 16, as follows:

[Roll No. 257]

YEAS—338

Adams
Aderholt
Aguilar
Allred
Amodei
Armstrong
Auchincloss
Axne
Babin
Bacon
Balderson
Barr
Barragán
Bass
Beatty
Bentz
Bera
Bergman
Beyer
Bice (OK)
Bilirakis
Bishop (GA)
Blumenauer
Blunt Rochester
Bonamici
Bost
Bourdeaux
Bowman
Boyle, Brendan
F.
Brown (MD)
Brown (OH)
Brownley
Buchanan
Budd
Burgess
Bush
Bustos
Butterfield
Calvert
Cammack
Carbajal
Cárdenas
Carey
Carl
Carson
Carter (GA)
Carter (LA)
Carter (TX)
Cartwright
Case
Castor (FL)
Castro (TX)
Chabot
Cheney
Cherfilus-
McCormick
Chu
Cicilline
Clark (MA)
Clarke (NY)
Cleaver
Cohen
Cole
Connolly
Cooper
Correa
Costa
Courtney
Craig
Crawford
Crenshaw
Crist
Crow
Cuellar
Curtis
Davids (KS)
Davis, Danny K.
Davis, Rodney
Dean
DeFazio
DeGette
DeLauro
DelBene
Demings
DeSaulnier
DesJarlais
Deutch
Diaz-Balart
Dingell
Doggett

Doyle, Michael
F.
Dunn
Ellzey
Emmer
Escobar
Eshoo
Españillat
Evans
Feenstra
Fischbach
Fitzpatrick
Fleischmann
Fletcher
Frankel, Lois
Franklin, C.
Scott
Gaetz
Gallagher
Gallego
Garamendi
Garbarino
Garcia (CA)
Garcia (IL)
Garcia (TX)
Gibbs
Gimenez
Golden
Gomez
Gonzales, Tony
Gonzalez (OH)
Gonzalez,
Vicente
Gottheimer
Granger
Graves (LA)
Graves (MO)
Green, Al (TX)
Grijalva
Guthrie
Harder (CA)
Hayes
Herrera Beutler
Higgins (NY)
Hill
Himes
Hinson
Horsford
Houlahan
Hoyer
Hudson
Huffman
Issa
Jackson Lee
Jacobs (CA)
Jacobs (NY)
Jayapal
Jeffries
Johnson (GA)
Johnson (OH)
Johnson (SD)
Johnson (TX)
Jones
Joyce (OH)
Kafele
Kaptur
Katko
Keller
Kelly (IL)
Kelly (PA)
Khanna
Kildee
Kilmer
Kim (CA)
Kim (NJ)
Kind
Kinzinger
Kirkpatrick
Krishnamoorthi
Kuster
Kustoff
LaHood
LaMalfa
Lamb
Langevin
Larsen (WA)
Larson (CT)
Latta

Lee (CA)
Lee (NV)
Leger Fernandez
Letlow
Levin (CA)
Levin (MI)
Lieu
Lofgren
Long
Lowenthal
Lucas
Luetkemeyer
Luria
Lynch
Malinowski
Malliotakis
Maloney,
Carolyn B.
Maloney, Sean
Mann
Manning
Matsui
McBath
McCarthy
McCaul
McCollum
McEachin
McGovern
McKinley
McNerney
Meeks
Meijer
Meng
Meuser
Mfume
Miller (WV)
Miller-Meeks
Moore (AL)
Moore (UT)
Moore (WI)
Morelle
Moulton
Mrvan
Murphy (FL)
Nadler
Napolitano
Neal
Neguse
Newhouse
Newman
Norcross
O'Halleran
Obernolte
Ocasio-Cortez
Omar
Owens
Palazzo
Pallone
Panetta
Pappas
Pascrell
Payne
Perlmutter
Peters
Phillips
Pingree
Pocan
Porter
Posey
Pressley
Price (NC)
Quigley
Raskin
Reschenthaler
Rice (NY)
Rice (SC)
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Ross
Roybal-Allard
Ruiz
Ruppersberger
Rush
Ryan
Salazar
Sánchez
Sarbanes
Scanlon
Schakowsky

Schiff
Schneider
Schrader
Schrier
Scott (VA)
Scott, Austin
Scott, David
Sessions
Sewell
Sherman
Sherrill
Simpson
Sires
Slotkin
Slotkin (MO)
Smith (NE)
Smith (NJ)
Smith (WA)
Smucker
Soto
Spanberger
Speier
Stansbury
Stanton

Stauber
Steel
Stefanik
Steil
Stevens
Stewart
Strickland
Suoizzi
Swalwell
Takano
Tenney
Thompson (CA)
Thompson (MS)
Thompson (PA)
Titus
Tlaib
Tonko
Torres (CA)
Torres (NY)
Trahan
Trone
Turner
Underwood
Upton

Valadao
Van Duyne
Vargas
Veasey
Velázquez
Wagner
Walberg
Waltz
Wasserman
Schultz
Waters
Watson Coleman
Weber (TX)
Webster (FL)
Welch
Wenstrup
Westerman
Wexton
Wild
Williams (GA)
Williams (TX)
Wilson (FL)
Wittman
Womack

NAYS—73

Allen
Arrington
Baird
Banks
Biggs
Bishop (NC)
Boebert
Brooks
Buck
Bucshon
Burchett
Cawthorn
Cline
Cloud
Comer
Davidson
Donalds
Duncan
Estes
Fallon
Foxy
Fulcher
Gohmert
Good (VA)
Gooden (TX)

Gosar
Green (TN)
Greene (GA)
Grothman
Harris
Harshbarger
Hartzler
Hern
Herrell
Hice (GA)
Higgins (LA)
Hollingsworth
Huizenga
Jackson
Johnson (LA)
Jordan
Joyce (PA)
Kelly (MS)
Kustoff
Lamborn
Lesko
Loudermilk
Massie
Mast
McClain

McClintock
Moolenaar
Mooney
Mullin
Murphy (NC)
Nehls
Norman
Palmer
Pence
Perry
Pfluger
Rosendale
Rouzer
Roy
Scalise
Schweikert
Steube
Taylor
Tiffany
Timmons
Van Drew
Walorski
Wilson (SC)

NOT VOTING—16

Brady
Casten
Clyburn
Clyde
Ferguson
Fitzgerald

Griffith
Guest
Keating
Mace
McHenry
Miller (IL)

Rutherford
Spartz
Yarmuth
Zeldin

□ 1913

Messrs. PFLUGER, KELLY of Mississippi, DUNCAN, KUSTOFF, and Mrs. HARTZLER changed their vote from “yea” to “nay.”

So (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

MEMBERS RECORDED PURSUANT TO HOUSE
RESOLUTION 8, 117TH CONGRESS

Amodei
(Balderson)
Bass (Blunt)
Rochester)
Blumenauer
(Beyer)
Bowman
(Neguse)
Brooks
(Fleischmann)
Brown (MD)
(Blunt)
Rochester)
Bush (Watson
Coleman)
Bustos (Mrvan)
Carter (TX)
(Weber (TX))

Cherfilus-
McCormick
(Jeffries)
Correa
(Napolitano)
Crist
(Wasserman
Schultz)
Curtis (Stewart)
Davids (KS)
(Neguse)
Davis, Danny K.
(Foster)
DesJarlais
(Fleischmann)
Deutsch (Rice
(NY))
Escobar
(Jeffries)
Evans (Beyer)

Gaetz (Boebert)
Gohmert (Weber
(TX))
Gosar (Boebert)
Gottheimer
(Jeffries)
Grijalva (Garcia
(IL))
Jacobs (NY)
(Garbarino)
Johnson (GA)
(Manning)
Johnson (TX)
(Jeffries)
Jones (Watson
Coleman)
Kahele (Mrvan)
Kelly (IL)
(Neguse)

Khanna (Watson
Coleman)
Lamb (Blunt
Rochester)
Lawrence
(Stevens)
Lawson (FL)
(Wasserman
Schultz)
Lynch
(Langevin)
McEachin
(Beyer)
Moore (WI)
(Beyer)
Nadler (Pallone)
Newman (Beyer)

O'Halleran
(Schrader)
Palazzo
(Fleischmann)
Payne (Pallone)
Peters (Jeffries)
Pingree
(Wasserman
Schultz)
Pressley (Hayes)
Price (NC)
(Manning)
Reschenthaler
(Keller)
Rice (SC)
(Meijer)
Rush (Blunt
Rochester)

Salazar
(Gimenez)
Speier (Huffman)
Stansbury
(Garcia (IL))
Stanton
(Huffman)
Suoizzi (Beyer)
Taylor (Van
Duyne)
Tenney
(Jackson)
Titus (Pallone)
Walorski
(Bucshon)
Welch (Pallone)
Wilson (FL)
(Neguse)

Gibbs
Gimenez
Gohmert
Golden
Gomez
Gonzales, Tony
Gonzalez (OH)
Gonzalez,
Vicente
Good (VA)
Gooden (TX)
Gosar
Gottheimer
Granger
Graves (LA)
Graves (MO)
Green (TN)
Green, Al (TX)
Greene (GA)
Griffith
Grijalva
Grothman
Guthrie
Harder (CA)
Harris
Harshbarger
Hartzler
Hayes
Hern
Herrell
Herrera Beutler
Hice (GA)
Higgins (LA)
Higgins (NY)
Hill
Himes
Hinson
Hollingsworth
Horsford
Houlahan
Hoyer
Hudson
Huffman
Huizenga
Issa
Jackson
Jackson Lee
Jacobs (CA)
Jacobs (NY)
Jayapal
Jeffries
Johnson (GA)
Johnson (LA)
Johnson (OH)
Johnson (SD)
Johnson (TX)
Jones
Jordan
Joyce (OH)
Joyce (PA)
Kahele
Kaptur
Katko
Keller
Kelly (IL)
Kelly (MS)
Kelly (PA)
Khanna
Kildee
Kilmer
Kim (CA)
Kim (NJ)
Kind
Kirkpatrick
Krishnamoorthi
Kuster
Kustoff
LaHood
LaMalfa
Lamb
Lamborn
Langevin
Larsen (WA)
Larson (CT)
Latta
LaTurner
Lawrence
Lawson (FL)
Lee (CA)
Lee (NV)
Leger Fernandez
Lesko
Letlow

Levin (CA)
Levin (MI)
Lieu
Lofgren
Long
Loudermilk
Lowenthal
Lucas
Luetkemeyer
Luria
Lynch
Mace
Malinowski
Malliotakis
Maloney,
Carolyn B.
Maloney, Sean
Manning
Massie
Mast
Matsui
McBath
McCarthy
McCaul
McClain
McClintock
McCollum
McEachin
McGovern
McKinley
McNerney
Meeks
Meijer
Meng
Meuser
Mfume
Miller (WV)
Miller-Meeks
Moolenaar
Mooney
Moore (AL)
Moore (UT)
Moore (WI)
Morelle
Moulton
Mrvan
Mullin
Murphy (FL)
Murphy (NC)
Nadler
Napolitano
Neal
Neguse
Nehls
Newhouse
Newman
Norcross
Norman
O'Halleran
Oberholte
Ocasio-Cortez
Omar
Owens
Palazzo
Pallone
Palmer
Panetta
Pappas
Pascrell
Payne
Pence
Perlmutter
Perry
Peters
Pfluger
Pingree
Pocan
Porter
Posey
Pressley
Price (NC)
Quigley
Raskin
Reschenthaler
Rice (NY)
Rice (SC)
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Ross
Rouzer

NAYS—2

Taylor

POST-DISASTER ASSISTANCE
ONLINE ACCOUNTABILITY ACT

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 2020) to provide for an online repository for certain reporting requirements for recipients of Federal disaster assistance, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 412, nays 2, not voting 13, as follows:

[Roll No. 258]

YEAS—412

Adams
Aderholt
Aguiar
Allen
Allred
Amodei
Armstrong
Arrington
Auchincloss
Axne
Babin
Bacon
Baird
Balderson
Banks
Barr
Barragán
Bass
Beatty
Bentz
Bera
Bergman
Beyer
Bice (OK)
Biggs
Bilirakis
Bishop (GA)
Cline
Cloud
Clyde
Cohen
Cole
Comer
Connolly
Cooper
Correa
Costa
Courtney
Craig
Crawford
Crenshaw
Crist
Crow
Cuellar
Curtis
Davids (KS)
Davidson

Bush
Bustos
Butterfield
Calvert
Cammack
Carbajal
Cardenas
Carey
Carl
Carson
Carter (GA)
Carter (LA)
Carter (TX)
Cartwright
Case
Castor (FL)
Castro (TX)
Cawthorn
Chabot
Cheney
Cherfilus-
McCormick
Chu
Ciilline
Clark (MA)
Clarke (NY)
Cleave
Cline
Cloud
Clyde
Cohen
Cole
Comer
Connolly
Cooper
Correa
Costa
Courtney
Craig
Crawford
Crenshaw
Crist
Crow
Cuellar
Curtis
Davids (KS)
Davidson

Davis, Danny K.
Davis, Rodney
Dean
DeFazio
DeGette
DeLauro
DelBene
Demings
DeSaulnier
DesJarlais
Deutch
Diaz-Balart
Dingell
Doggett
Donalds
Doyle, Michael
F.
Duncan
Dunn
Ellzey
Emmer
Escobar
Eshoo
Espallat
Estes
Evans
Fallon
Feenstra
Ferguson
Fischbach
Fitzpatrick
Fleischmann
Fletcher
Foster
Foxy
Frankel, Lois
Franklin, C.
Scott
Fulcher
Gaetz
Gallagher
Gallego
Garamendi
Garbarino
Garcia (CA)
Garcia (IL)
Garcia (TX)

Levin (CA)
Levin (MI)
Lieu
Lofgren
Long
Loudermilk
Lowenthal
Lucas
Luetkemeyer
Luria
Lynch
Mace
Malinowski
Malliotakis
Maloney,
Carolyn B.
Maloney, Sean
Manning
Massie
Mast
Matsui
McBath
McCarthy
McCaul
McClain
McClintock
McCollum
McEachin
McGovern
McKinley
McNerney
Meeks
Meijer
Meng
Meuser
Mfume
Miller (WV)
Miller-Meeks
Moolenaar
Mooney
Moore (AL)
Moore (UT)
Moore (WI)
Morelle
Moulton
Mrvan
Mullin
Murphy (FL)
Murphy (NC)
Nadler
Napolitano
Neal
Neguse
Nehls
Newhouse
Newman
Norcross
Norman
O'Halleran
Oberholte
Ocasio-Cortez
Omar
Owens
Palazzo
Pallone
Palmer
Panetta
Pappas
Pascrell
Payne
Pence
Perlmutter
Perry
Peters
Pfluger
Pingree
Pocan
Porter
Posey
Pressley
Price (NC)
Quigley
Raskin
Reschenthaler
Rice (NY)
Rice (SC)
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Ross
Rouzer

Roy
Roybal-Allard
Ruiz
Ruppersberger
Rush
Rutherford
Ryan
Salazar
Sánchez
Sarbanes
Scalise
Scanlon
Schakowsky
Schiff
Schneider
Schrader
Schrier
Schweikert
Scott (VA)
Scott, Austin
Scott, David
Sessions
Sewell
Sherman
Sherrill
Simpson
Sires
Slotkin
Smith (MO)
Smith (NE)
Smith (NJ)
Smith (WA)
Smucker
Soto
Spanberger
Speier
Stansbury
Stanton
Stauber
Steel
Stefanik
Steil
Stevens
Stewart
Strickland
Suoizzi
Swalwell
Takano
Tenney
Thompson (CA)
Thompson (MS)
Thompson (PA)
Tiffany
Timmons
Titus
Tlaib
Tonko
Torres (CA)
Torres (NY)
Trahan
Trone
Turner
Underwood
Upton
Valadao
Van Drew
Van Duyne
Vargas
Veasey
Velázquez
Wagner
Walberg
Walorski
Waltz
Wasserman
Schultz
Waters
Watson Coleman
Weber (TX)
Webster (FL)
Welch
Wenstrup
Westerman
Wexton
Wild
Williams (GA)
Williams (TX)
Wilson (FL)
Wilson (SC)
Wittman
Womack

NOT VOTING—13

Brady	Keating	Spartz
Casten	Kinzinger	Yarmuth
Clyburn	McHenry	Zeldin
Fitzgerald	Miller (IL)	
Guest	Phillips	

□ 1926

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

MEMBERS RECORDED PURSUANT TO HOUSE
RESOLUTION 8, 117TH CONGRESS

Amodi	Gaetz (Boebert)	O'Halleran
(Balderson)	Gohmert (Weber)	(Schrader)
Bass (Blunt)	(TX))	Palazzo
Rochester)	Gosar (Boebert)	(Fleischmann)
Blumenauer	Gottheimer	Payne (Pallone)
(Beyer)	(Jeffries)	Peters (Jeffries)
Bowman	Grijalva (Garcia	Pingree
(Neguse)	(IL))	(Wasserman
Brooks	Jacobs (NY)	Schultz)
(Fleischmann)	(Garbarino)	Pressley (Hayes)
Brown (MD)	Johnson (GA)	Price (NC)
(Blunt)	(Manning)	(Manning)
Rochester)	Johnson (TX)	Reschenthaler
Bush (Watson)	(Jeffries)	(Keller)
Coleman)	Jones (Watson)	Rice (SC)
Bustos (Mrvan)	Coleman)	(Meijer)
Carter (TX)	Kahele (Mrvan)	Rush (Blunt
(Weber (TX))	Kelly (IL)	Rochester)
Cherfilus-	(Neguse)	Salazar
McCormick	Khanna (Watson	(Gimenez)
(Jeffries)	Coleman)	Speier (Huffman)
Correa	Lamb (Blunt	Stansbury
(Napolitano)	Rochester)	(Garcia (IL))
Crist	Lawrence	Stanton
(Wasserman	(Stevens)	(Huffman)
Schultz)	Lawson (FL)	Suozzi (Beyer)
Curtis (Stewart)	(Wasserman	Taylor (Van
Davidson (KS)	Schultz)	Duynne)
(Neguse)	Lynch	Tenney
Davis, Danny K.	(Langevin)	(Jackson)
(Foster)	Mace (Carter	Titus (Pallone)
DesJarlais	(GA))	Walorski
(Fleischmann)	McEachin	(Bucshon)
Deutch (Rice	(Beyer)	Welch (Pallone)
(NY))	Moore (WI)	Wilson (FL)
Escobar	(Beyer)	(Neguse)
(Jeffries)	Nadler (Pallone)	
Evans (Beyer)	Newman (Beyer)	

□ 1930

PERMISSION FOR MEMBER TO BE
CONSIDERED AS FIRST SPONSOR
OF H.R. 2974

Mr. BEYER. Mr. Speaker, I ask unanimous consent that I may hereafter be considered to be the first sponsor of H.R. 2974, a bill originally introduced by Representative Delgado of New York, for the purpose of adding cosponsors and requesting reprintings pursuant to clause 7 of rule XII.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Virginia?

There was no objection.

HONORING DR. ALEX JOHNSON ON
HIS RETIREMENT

(Ms. BROWN of Ohio asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. BROWN of Ohio. Mr. Speaker, I rise today to honor Dr. Alex Johnson, who will soon be retiring after nearly a decade of service as Cuyahoga Community College's president.

Dr. Johnson retires as a pillar of the Cleveland community. His deep commitment to Tri-C's students and forward-thinking leadership helped shape graduates, like myself, who were prepared for a lifetime of success in northeast Ohio.

During Dr. Johnson's tenure, Tri-C produced a record number of graduates and increased its graduation rates, all while remaining committed to the school's core mission of delivering affordable higher education, providing equitable job opportunities, and ensuring successful degree completion. Meanwhile, throughout the tumult of the COVID-19 pandemic, Dr. Johnson served as a steady hand at the helm, ensuring students' continued success.

As a Tri-C graduate and the Representative for Ohio's 11th Congressional District, I deeply appreciate Dr. Johnson's extraordinary leadership, unparalleled vision, and lasting accomplishments. His legacy will only continue to grow through the countless students, teachers, and administrators he impacted.

REMEMBERING RUSSELL
PETERSON

(Mr. CARTER of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CARTER of Georgia. Mr. Speaker, I rise today in memory of Russ Peterson, a remarkable Georgian.

Russ was born in Park Ridge, Illinois, and was the son of the late Russ and Helen Peterson, devoted husband to his wife, Louise Peterson, and loving father and grandfather.

Russ was known for his good sense of humor, his love for life, and contagious laughter among friends.

Russ earned his bachelor's degree from DePauw University in Greencastle, Indiana, and went to work with Allstate Insurance. He retired as a regional vice president after more than 35 years of service.

Russ was heavily involved in the betterment of his community, serving as president of the Landings Association. Russ also served on the Board of Marshes of Skidaway Island, St. Joseph's Hospital Foundation Board, the Chatham Leadership Board, and was involved in the American Cancer Society.

He played a major role in the building of the beautiful bridge to Skidaway Island and started a Parkinson's support group that continues to benefit people today. He was also very involved in the Republican Club of Skidaway Island.

A loving father and husband, outdoorsman, community advocate, and agent of change, Russ will be dearly missed.

CELEBRATING 10 YEARS OF DACA

(Mr. AGUILAR asked and was given permission to address the House for 1 minute.)

Mr. AGUILAR. Madam Speaker, I rise today to recognize the 10th anniversary of the DACA program on June 15, 2022.

In the last decade, this program has allowed young Americans to pursue the American Dream in the only country they know to be their home. They have been able to live without fear of being separated from their families and have been able to pursue higher education and their dream jobs. They are our friends, our family members, trusted community leaders, coworkers, and fellow Americans in every way but on a piece of paper.

Madam Speaker, we need to do more. Since I have been in Congress, I have been proud to support the DACA recipients, including through introducing legislation to give them a pathway to citizenship and advocating for DACA recipients to work in Congress and across the Federal Government.

I am proud to work with my colleagues in the Hispanic Caucus to fight for immigrant communities and to urge the U.S. Senate to take up measures that the House has passed time and time again.

A MILLION CRISES

(Mr. ROSE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. ROSE. Madam Speaker, last week the Wall Street Journal reported that a whistleblower employee at Abbott Nutrition filed a complaint with the FDA in February of last year, months before the originally reported date of October. If true, President Biden and his FDA must answer for why they ignored these alarming claims.

Parents in middle Tennessee are struggling to find baby formula as the out-of-stock rate has skyrocketed to 92 percent.

Ultimately, this is just another crisis that has been made much worse by the Biden administration, about which one White House official on the Domestic Policy Council gave the excuse that the administration's plate was full with "a million crises going on."

Unfortunately, President Biden's failed far-left agenda caused the million crises. Those many crises very well may have distracted his administration from initially taking the baby formula shortage seriously, as well as contributed to the administration's inexcusably slow reaction to the crisis, allowing it to get much worse than it should have.

We must get to the bottom of this failure and hold those accountable responsible, but in any case, the President must do better.

MAIL THEFT AND POSTAL POLICE

(Ms. PORTER asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. PORTER. Madam Speaker, over 300,000 mail carriers serve our communities, delivering for us 7 days a week. Unfortunately, these dedicated public servants have increasingly become targets for criminals.

Criminals will steal a carrier's mailbox key and then use that stolen key to steal mail and packages. Between 2018 and 2021, robberies of mail carriers more than tripled, and robberies involving a gun quadrupled.

Until 2020, postal police officers patrolled our neighborhoods to protect letter carriers and deter mail theft, but in August 2020, right before the Presidential election, the Trump administration ordered the postal police to stop patrols and limited them to guarding post offices.

This policy needs to change immediately. Our mail carriers are at risk, and they deserve the protection of the law enforcement officers employed by the post office.

HONORING DR. SHIRLEY ANN JACKSON ON HER RETIREMENT

(Mr. TONKO asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. TONKO. Madam Speaker, I rise today to recognize an inspiring pioneer and brilliant mind, Dr. Shirley Ann Jackson, on the occasion of her retirement.

Dr. Jackson, president of Rensselaer Polytechnic Institute, was the first Black woman to receive a doctorate degree in physics from MIT, and in 1999 became the first Black woman to lead a top-ranked research university.

Ever the trailblazer, Dr. Jackson was the first Black person and the first woman to chair the United States Nuclear Regulatory Commission.

Dr. Jackson's historic achievements in public service and in her field of theoretical physics, combined with her tireless advocacy for increased Black representation in STEM fields, continue to provide inspiration to so many in New York's capital region and, for that matter, across our Nation.

It is no surprise that Time magazine has called her "perhaps the ultimate role model for women in science."

It is indeed my honor to congratulate the unmatched Dr. Jackson as she embarks on the next chapter of her life. I thank her for inserting herself, her strength, and her vision into the fabric of RPI.

Dr. Jackson, thank you for your outstanding leadership.

EXPRESSING STRONG SUPPORT FOR STEEL TARIFFS

(Mr. MRVAN asked and was given permission to address the House for 1 minute.)

Mr. MRVAN. Madam Speaker, I rise today to express my strong support for the continuation of section 232 steel tariffs for our domestic manufacturers,

our workforce, and our national security.

Indiana's First Congressional District is home to an incredible foundation of steelworkers and the American steel producers who create products that are essential not just to the strength of our national economy but also to our national security.

It is necessary that the American steel industry has a level playing field in our global economy so that our innovative companies and skilled workforce can continue to lead the world in manufacturing the most environmentally friendly and efficiently produced steel.

As co-chairman of the Congressional Steel Caucus, we have been actively expressing our strong support for the continuation of section 232 steel tariffs. I look forward to continuing to work with my colleagues and members of the administration to advocate for the value of these current tariffs and ensure that we all recognize how unfair trade and global steel overcapacity negatively impact our Nation's future.

CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO THE WESTERN BALKANS—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 117-122)

The SPEAKER pro tempore (Ms. BROWN of Ohio) laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the national emergency with respect to the Western Balkans that was declared in Executive Order 13219 of June 26, 2001, under which additional steps were taken in Executive Order 13304 of May 28, 2003, and which was expanded in scope in Executive Order 14033 of June 8, 2021, is to continue in effect beyond June 26, 2022.

The acts of extremist violence and obstructionist activity, and the situation in the Western Balkans, which stymies progress toward effective and democratic governance and full integration into transatlantic institutions, outlined in these Executive Orders, continue to pose an unusual and extraordinary threat to the national security and foreign policy of the United

States. Therefore, I have determined that it is necessary to continue the national emergency declared in Executive Order 13219 with respect to the Western Balkans.

JOSEPH R. BIDEN, Jr.,
THE WHITE HOUSE, June 13, 2022.

CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO BELARUS—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 117-123)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the national emergency with respect to Belarus that was declared in Executive Order 13405 of June 16, 2006, which was expanded in scope in Executive Order 14038 of August 9, 2021, is to continue in effect beyond June 16, 2022.

The actions and policies of certain members of the Government of Belarus and other persons, and the Belarusian regime's harmful activities and longstanding abuses, continue to pose an unusual and extraordinary threat to the national security and foreign policy of the United States. Therefore, I have determined that it is necessary to continue the national emergency declared in Executive Order 13405 with respect to Belarus.

JOSEPH R. BIDEN, Jr.,
THE WHITE HOUSE, June 13, 2022.

CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO NORTH KOREA—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 117-124)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to

the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the national emergency with respect to North Korea that was declared in Executive Order 13466 of June 26, 2008, expanded in scope in Executive Order 13551 of August 30, 2010, addressed further in Executive Order 13570 of April 18, 2011, further expanded in scope in Executive Order 13687 of January 2, 2015, and under which additional steps were taken in Executive Order 13722 of March 15, 2016, and Executive Order 13810 of September 20, 2017, is to continue in effect beyond June 26, 2022.

The existence and risk of the proliferation of weapons-usable fissile material on the Korean Peninsula; the actions and policies of the Government of North Korea that destabilize the Korean Peninsula and imperil United States Armed Forces, allies, and trading partners in the region, including its pursuit of nuclear and missile programs; and other provocative, destabilizing, and repressive actions and policies of the Government of North Korea, continue to constitute an unusual and extraordinary threat to the national security, foreign policy, and economy of the United States.

For this reason, I have determined that it is necessary to continue the national emergency declared in Executive Order 13466 with respect to North Korea.

JOSEPH R. BIDEN, Jr.
THE WHITE HOUSE, June 13, 2022.

□ 1945

CELEBRATING JUNETEENTH

The SPEAKER pro tempore. Under the Speaker's announced policy of January 4, 2021, the gentlewoman from Texas (Ms. JACKSON LEE) is recognized for 60 minutes as the designee of the majority leader.

GENERAL LEAVE

Ms. JACKSON LEE. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and submit additional materials and statements.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Texas?

There was no objection.

Ms. JACKSON LEE. Madam Speaker, it is my privilege to proceed under this Special Order of the Congressional Black Caucus. It is my pleasure now to begin to frame this very important week to commemorate Juneteenth, the second acknowledgment of the Federal holiday created on June 17, 2021, by President Joe Biden—present, of course, was Vice President KAMALA HARRIS—when the first holiday for nearly 40 years, Federal holiday, was established.

I am pleased to be able to yield to the distinguished gentlewoman from Ohio

whose vision has helped us craft this recognition and this Congressional Black Caucus Special Order and her recognition of the cruciality of honoring those who have never been honored, the acknowledgment of Juneteenth, a day of freedom, and as well recognizing H.R. 40, the Commission to Study and Develop Reparation Proposals. We thank her for her leadership and her guidance.

Madam Speaker, I yield to the gentlewoman from Ohio (Mrs. BEATTY), the chair of the Congressional Black Caucus.

Mrs. BEATTY. Madam Speaker, I thank Congresswoman SHEILA JACKSON LEE, the chair of our Special Order, executive board member, a person who you want to be out front. Whether it is an issue on civil rights, criminal justice, reparations, voting rights, or domestic violence, Congresswoman SHEILA JACKSON LEE has earned this day and this right. I could not think of a better person to stand here as we talk about commemorating Juneteenth. We know the history all too well of what happened in Texas. Congresswoman SHEILA JACKSON LEE hails from Texas.

Today, as we talk about Black excellence, as we talk about the members of the Congressional Black Caucus, Madam Speaker, we speak to America tonight. We want America to know that as we commemorate Juneteenth, it is about our work; it is about our scholarship; it is about our fight. You will hear a broad range of issues that we are so proud to stand up for and let America know we are there.

I could not think of a better issue to weave into Juneteenth than reparations, H.R. 40. SHEILA JACKSON LEE, if you have been in the room with her, you have heard her say it at the White House, you have heard her say it at caucus, you have heard her go in the Halls of Congress talking about H.R. 40. I could stop there, but I can tell you that piece of legislation has her fingerprints on it and the signatures of 200-plus Members. What a great way for me to start and to stand here as chair of the Congressional Black Caucus.

Tonight, we commemorate a day in our Nation's history that can only be described as a celebration of freedom, Juneteenth.

On June 19, 1865, enslaved African Americans in Texas received the joyous news of emancipation and that they were finally free.

Despite that, we are still enslaved in many ways, so it is critical for America to know of our fight and our progress.

Tonight, you will hear Members discuss our work on criminal justice, reparations, uplifting of our Black men and boys, racial equity, fair housing, and so much more. We are leading the charge and laying the foundation to deliver on voting rights, student loan debt, and gun control. Tonight, we tell our story of Black excellence.

Nearly 1 year ago, on June 17, 2021, the Congressional Black Caucus went

to the White House and joined with President Joe Biden and Vice President KAMALA HARRIS as he signed the historic legislation that made Juneteenth the 11th national holiday and the first new Federal holiday since Martin Luther King Jr. Day in 1983.

Now, more than a century-and-a-half later, I stand here as chairwoman of the largest Congressional Black Caucus in the Nation's history.

Every day, 58 Black members of the Congressional Black Caucus legislate in these Halls built by our enslaved ancestors. Six full committee chairs, chair of the Democratic Caucus, the House majority whip, former senior adviser to the President, and Vice President of these United States are all active and former members of the Congressional Black Caucus.

Madam Speaker, we have come so far, but we realize there is still work to do. Yes, from being considered one-third of a person, we want the American people to know that we continue fighting.

It was the Congressional Black Caucus that brokered the \$1 trillion infrastructure law for our roads and bridges and provided little children a broadband network. It was the \$1,400 in the pockets of everyday Americans, the \$300 a month for working families with children, the historic funding for HBCUs, and each Congressional Black Caucus member bringing community dollars to their district.

We have seen one of the most consequential civil rights legislations aiming at interrupting the school-to-prison pipeline and uplifting Black men and boys, the U.S. Commission on Social Status of Black Men and Boys, created and birthed by our very own Congresswoman FREDERICA WILSON, a sojourner for our Black men and boys.

Tonight, you will hear other members of the Congressional Black Caucus commemorate our successes in the spirit of Juneteenth.

But, Madam Speaker, in the immortal words of Dr. Maya Angelou: Bringing the gifts that our ancestors gave, we are the dream and the hope of the slave.

I am proud to proclaim on this floor tonight: Happy Juneteenth Day. Our power, our message.

Ms. JACKSON LEE. Madam Speaker, I thank the gentlewoman for her distinguished presentation.

I will take a moment, as other Members are on the floor, so I can at least set the framework of this evening of which she has done so ably. I think the cornerstone of the chairwoman's remarks is that we have been building on Juneteenth, as members of the Congressional Black Caucus, for all of our tenure in Congress. We have done it by the myriad of legislative initiatives that continue to build and repair what was generated from the 246 years of slavery.

Let me, first of all, read into the RECORD that order of General Gordon Granger on June 19, 1865, on the shores of Galveston, Texas:

“The people of Texas are informed that, in accordance with a proclamation from the Executive of the United States, all slaves are free. This involves an absolute equality of personal rights and rights of property between former masters and slaves, and the connection heretofore existing between them becomes that between employer and hired labor. The Freedmen are advised to remain quietly at their present homes and work for wages. They are informed that they will not be allowed to collect at military posts and that they will not be supported in idleness either there or elsewhere.”

Most people have not heard the entire order.

Union soldiers, up to 200,000, fought in the Civil War and died. Union soldiers were killed by Confederate soldiers. Rather than, under the laws of the military protocol, captured as prisoners of war, they shot them dead.

Blood was shed by slaves, or Freedmen, and the order that we all so often praised, let me be very clear, General Granger said you are free, but your posture, your framework, the guidepost, is you are not to leave. You are now employer and not even employee but hired labor.

There was no obligation for Freedmen to stay and take a job, and most of the slaves looked askance. They didn't understand what “employer” was. That is not a word they had ever heard, in any large sense, and “hired labor.” We are free.

Tonight, we speak about freedom. They were free. Yet, even in the goodness of that order, they were advised to remain at their present homes, probably something that had been given to the plantation and the masters and to work for wages. It did not say what kind of wages, what kind of work conditions you had, what kind of workers' comp, insurance. No, they were informed that they would not be allowed to collect at military posts, and as if that had been the slaves' mantra, they even challenged them to not be supported in idleness either there or elsewhere.

Let me tell you, by this very potent picture, what the ancestors had gone through for 246 years. For those who were born, lived, and died in the brutality of slavery, this was their lives, the separation of families and the unnameable of families. They had first names, or they were called “husband” or “wife.” They were not given the dignity of a name. This was their lot.

So Juneteenth, its essence was freedom, but the words were hesitant. Even though slavery had been abolished, as most people will know, except for convicted persons, which made them as a challenged amendment, if you will, because that process of prisoners continued into the 20th century.

But I say this to say, as we begin our discussion, and I will just make this point, I am here to honor those who never were honored, whose names were never called, whose funerals or burials

were never given the dignity of a human being. They died as less than a person, as the Constitution dictated, for at least a century. They never had that dignity of who they were and the work they did and the building of the economic engine of America and the shedding of blood in both the Revolutionary War and the wars in between and the Civil War.

As we look at these scars, that is why I am so adamant about H.R. 40, the Commission to Study and Develop Reparation Proposals. Because even in the pronouncement of freedom, Chairwoman BEATTY, Chairman JEFFRIES, Chair BONNIE WATSON COLEMAN—even in the proclamation of freedom, they did not have freedom. They were qualified in their freedom.

With that in mind, I continue to raise up this bill, with almost 217 co-sponsors, to this week even become an executive order, pronouncement of such, or ultimately passed by the House of Representatives, that is, H.R. 40, the Commission to Study and Develop Reparation Proposals.

I am prepared to yield to the chairman of the House Democratic Caucus, who has certainly evidenced the essence of freedom in our work together on criminal justice reform. I think he well knows what the 13th Amendment left us with, as well as General Granger's order. I hope that he has heard that even in freedom, we were given qualifications and structures and strictures, and we were denied the true freedom of this Nation.

Madam Speaker, I yield to the gentleman from New York (Mr. JEFFRIES).

□ 2000

Mr. JEFFRIES. Madam Speaker, I thank the distinguished gentlewoman from the great State of Texas, the Chair of the Crime, Terrorism and Homeland Security Subcommittee, SHEILA JACKSON LEE, for yielding and for her leadership in so many different areas, particularly as it relates to the effort to make sure that we explore to the greatest extent possible the legacy that still remains in terms of the damage that was done relative to the enslavement of people of African descent here in the United States of America.

We have come a long way in this great country, but we still have a long way to go, racism is in the soil of America going all the way back to 1619.

It is an honor to stand here with my distinguished colleagues, the chair of the Congressional Black Caucus, the Honorable JOYCE BEATTY, who has done such an amazing job leading us forward in this Congress and, of course, the distinguished gentlewoman from the great State of New Jersey, Congresswoman BONNIE WATSON COLEMAN. I thank you, Madam Speaker, for presiding over this particular discussion.

Juneteenth as a Federal holiday is an amazing development. An effort was led by the Congressional Black Caucus and, of course, the legislation was signed into law by President Joe Biden.

I thank the distinguished gentlewoman from Texas for leading the effort.

I first came to know of Juneteenth when I was a student at the LBJ School of Public Affairs in the summer between my junior year and my senior year and had not heard—I am just a kid from Brooklyn—had not heard about Juneteenth. Folks down there said we are going to celebrate Juneteenth. I said June what? I was unsure of it, growing up proudly as an African American in New York City, something that had been in the heart and soul of the people of Texas and throughout the south but hadn't necessarily made it into my consciousness. I was thankful for that moment.

I think about that journey to a point now where we have a Federal holiday to mark the journey of African Americans and the progress that has been made but the need to continue, of course, to do more.

As Chairwoman BEATTY talked about some of the things that the Congressional Black Caucus has worked on, I think this Juneteenth marker is an important point in time both to reflect upon what has been done, but also, of course, to mark what still needs to be done to continue America's march toward a more perfect Union.

We weren't promised a perfect country. We know the Framers of this great Republic themselves were imperfect. We were never promised a perfect country. Slavery was in existence when the Republic was founded, but they did promise a march toward a more perfect Union that America could try to continue to be the best version of herself. And that is what the Congressional Black Caucus has really been all about.

In our 51 years I can't stand here in the time that I have to catalogue all that has been done, but if you just look at what has occurred in the last 10 or 15 years; signature pieces of legislation year after year after year; Congressman DANNY DAVIS leading the effort to pass the Second Chance Act to make sure that incarcerated individuals and others who need a second chance at life could successfully reintegrate into society in a way that helps them as individuals, their families, our communities, as well as taxpayers. That was a bill that was signed into law by a Republican President George Bush. Leadership from the Congressional Black Caucus.

Certainly, in that criminal justice reform space we know that Chairman BOBBY SCOTT in 2010 led the effort to pass the Fair Sentencing Act, which lowered the 100 to 1 egregious crack cocaine sentencing disparity—that disparity between crack cocaine and powder cocaine—and dropped it down to 18 to 1 in a way that allowed thousands of individuals, the overwhelming majority of whom were Black men, to be released back into society to live productive lives.

There was still more work that needed to be done. We took up the effort in 2018, and collectively the Congressional

Black Caucus passed the FIRST STEP Act. Representative SHEILA JACKSON LEE was very involved in that effort as a member of the Judiciary Committee, Cedric Richmond, KAREN BASS, myself, others, JOYCE BEATTY, BONNIE WATSON COLEMAN were supportive, and we were able to take that 18 to 1 and make it retroactive, which the Senate refused to do in 2010, and enact a wide variety of sentencing reforms that created a fairer more equitable criminal justice system resulting in thousands of individuals being able to successfully reintegrate back into society, save taxpayer dollars, but also repaired lives, repaired families, repaired communities.

The overwhelming majority of folks, again, who were released, 90 percent, Black men.

Why?

Because it was Black men who bore the brunt of the failed war on drugs and the failure of so-called lock 'em up and throw away the key sentencing schemes, all of which didn't make us safer, as people were banished, often for nonviolent drug offenses. That was the Congressional Black Caucus.

It was the Congressional Black Caucus led by FREDERICA WILSON that passed into law the Commission on the Social Status of Black Men and Boys and it was signed into law by a Republican President, passed through a Republican-controlled United States Senate. Because the Congressional Black Caucus stays on the case. And as was said during its founding, no permanent friends, no permanent enemies, only permanent interests, and the interests to make sure that these principles: equal protection under the law, liberty and justice for all, and fundamental fairness apply to all Americans regardless of race.

And so that is a very important piece of legislation. That commission is a foundation that, under the leadership of JOYCE BEATTY, we can continue to make progress, particularly for those Black men and boys who have been isolated and under-resourced and targeted in our society.

I am thankful that during that same Congress there was an effort to more fully and robustly fund historically Black colleges and universities. That effort was led by Representative ALMA ADAMS. It was also legislation that made it through a Republican-controlled Senate, Republican-controlled House, signed into law by a Republican President. The CBC stays on the case.

And that is certainly what occurred this particular Congress with passage of historic infrastructure legislation. That effort was, in part, when we were at a stalemate led by our chairwoman, JOYCE BEATTY, who worked to bring the caucus together to a place where we could enact groundbreaking legislation that will create millions of good-paying jobs, make sure that there is clean water in every single community, and we know that it is Black communities that often suffer from water that has been poisoned.

And, of course, it was our great whip, JIM CLYBURN, who led the effort to make sure that we put into place a process so that we can get high-speed internet access in every single community. This is the CBC staying on the case.

So I am thankful for the leadership of my colleagues within the Congressional Black Caucus, thankful that our chair has continued to pull us together and lead us in such a phenomenal way, thankful for BONNIE WATSON COLEMAN, who is one of the most principled public servants you will find anywhere in these United States, thankful for SHEILA JACKSON LEE and what she is doing to lead us forward to examine through H.R. 40 the legacy of slavery and the fact that perhaps the least that we can do is have a study to figure out the damage that was done through the systematic rape and kidnapping, lynching, and oppression decade after decade, century into century and then its progeny in the context of Jim Crow and the institutional discrimination that remains with us today. The least that perhaps we can do at some point is figure out how we can study the issue, building upon all of the work that the CBC has been able to do today.

Juneteenth gives us an opportunity to mark the progress that we have made, and of course, think about a vision for the future as we continue our long, necessary, and majestic march toward a more perfect Union.

I thank you, Madam Speaker, for presiding. I thank my classmate and good friend, JOYCE BEATTY, for her work, and I certainly approve any message that she articulates. I thank my colleagues SHEILA JACKSON LEE and BONNIE WATSON COLEMAN who are helping to lead the charge with this Special Order.

Ms. JACKSON LEE. Madam Speaker, I thank the gentleman for taking us through this powerful journey of a continued fight for freedom by the Congressional Black Caucus and incorporating all of the relief given for the continued ailments and disparities of African Americans and leading us to H.R. 40, the Commission to Study and Develop Reparation Proposals for African Americans Act, which really are components of the work that we have been doing. They are the building blocks of trying to cure extensive disparities.

Madam Speaker, I yield to the gentlewoman from New Jersey (Mrs. WATSON COLEMAN), a Member that has worked on disparities focused on the journey of Black women, leading on issues of Black women maternity mortality, as well as my colleague on the Homeland Security Committee and a number of other collaborations.

Mrs. WATSON COLEMAN. Madam Speaker, I thank the leader of our Special Order hour, the magnificent, exquisite, and always on point the Honorable SHEILA JACKSON LEE for her work on H.R. 40 and reminding us every day that within that word "reparations" is

repair and our opportunity to study how we can repair the pain and the injustice that was accorded to our community.

I need to recognize my leader, JOYCE BEATTY, because under her leadership she has amplified our voice is our power. And on whatever level we decide that we must speak and we must act, JOYCE BEATTY has reminded us that our voice is our power because the Congressional Black Caucus believes in exercising that power on behalf of communities that have been underrepresented for so very long, whether it is environmental justice, social justice, criminal justice reform, housing, or just whether or not the whole system needs to be examined as it impacted us.

I thank the chair of our caucus, who took us through a journey that reminded me, as I was sitting there, of the good work that we have been able to do. I tell you that I feel like I am standing here in a very sacred space, and I want to speak in the spirit that flows through us that was left by Shirley Chisholm, Barbara Jordan, John Lewis, Elijah Cummings, and Alcee Hastings, and so many more that have gone before us and have opened the doors and pushed through the doors so that we might be here this evening to address you.

So, yes, slavery—supposedly freedom from it—came to us in 1865, and today we commemorate and we celebrate this end of slavery and all the progress that we have made over the last 157 years.

□ 2015

We must also acknowledge, as Chairman HAKEEM JEFFRIES reminded us, the long road ahead toward what would be full equality for Black Americans. Let Juneteenth be not just a celebration or a commemoration, but a rallying cry as we recommit ourselves to the centuries-long struggle for civil rights.

Through historic measures like the American Rescue Plan, the Bipartisan Infrastructure Law, and executive orders on policing and advancing racial equity, the Biden administration, along with this Congress, has taken important steps to address the unique needs of Black communities across the country. The time is now to keep that momentum going.

Our current moment presents an opportunity to dismantle systemic injustices by bringing Black people from the margins to the mainstream of American society. We as a society must stop treating Black people as an afterthought. That means we must take direct action to end the racial discrimination that, contrary to what our colleagues across the aisle might like us to believe, still exists today.

It means ensuring that Black people, especially Black women, are in the rooms where decisions are made. It means passing legislation like the CROWN Act, which would put an end to the insidious discrimination against Black people because of their hair.

In the fight for a more perfect Union, we can, we should, and we must think bigger and bolder. Through policies like those that are outlined in the Black Women Best economic framework—which include everything from guaranteed basic income to sweeping criminal justice reform—we can bring the Black community from peril to prosperity. When we do that, we bring everybody else along with us. Only then will all Americans have the freedom to thrive.

Today, we celebrate this turning point in our Nation's history. Today, we look back on the milestones we have achieved since then. Today, we continue fighting for that more inclusive, that more equitable, that fairer society that really represents the best that America can be.

Ms. JACKSON LEE. Madam Speaker, I thank the gentlewoman for bringing to our attention some very unique aspects, again, of the Congressional Black Caucus and her work.

As I travel the country, it is interesting to hear that our community has been so deprived as it relates to the discrimination against you with respect to your hairstyle. Congresswoman BONNIE WATSON COLEMAN, among other things, was able to lead on something, and I hear it often, that they are so proud of this legislation because it has given dignity to people whose dignity was taken away.

These are the building blocks that the Congressional Black Caucus pours into the symbolism of honoring Juneteenth and H.R. 40, the commission that studies slavery.

Madam Speaker, as I prepare to allow for an additional speaker to come, let me make this point—let me just take this moment as we prepare to yield.

Madam Speaker, would you give us the time, please?

The SPEAKER pro tempore. The gentlewoman has 26 minutes remaining.

Ms. JACKSON LEE. Madam Speaker, let me put this into the record as I prepare to yield, and emphasize what H.R. 40 does. As I do so, let me emphasize why H.R. 40 is so important.

This is what you see—it is the hanging of Black men, and it is the presence of individuals who are making a spectacle of this. There is one Black man already on the ground. There is no evidence of a trial, no evidence of guilt. This is an example of what preceded 1865.

When you talk about H.R. 40—or even when we were trying to make Juneteenth a Federal holiday—I introduced resolutions over and over again and finally got the bill introduced as a Federal holiday, which then we proceeded and worked to get it passed. There was always a question: Why?

There was always a question about this issue of freedom. You are already free. You live in America. The same goes for this issue of: Why H.R. 40? Because the continuing—continuing—ailments that ailed our community did not end.

This was obviously not in 1865. This was into the 1900s, the 20th century, as evidenced—or maybe the late 1800s that Black men were being hung, Black women were being raped and separated from families, and the abuse of racism was deep and abiding. The Klan would raid and burn communities, hospitals, churches, homes, and have a reign of terror.

This work of the Congressional Black Caucus, with the many splinters of legislation, can be culminated by the passage through a vote on the floor of the House or through an executive order that clearly would provide an answer to the language here that says:

Following the abolition of slavery, the United States Government, at the Federal, State, and local levels, continued to perpetrate, condone, and often profit from practices that continued to brutalize and disadvantage African Americans, including share cropping, convict leasing, Jim Crow, redlining, unequal education, and disproportionate treatment at the hands of the criminal justice systems, and lack of access to healthcare. Harvard University said, If we had it, we would not have been that impacted by COVID in terms of dying and sickness. This is a symbolic depiction that racism and discrimination continue to exist.

This legislation was updated to say: And develop reparation proposals. That is the key. It is an action item. We want a response to Black America; a response to African Americans; we want a response to the 57 members of the Congressional Black Caucus—coming from a variety of districts—some with small measures of African Americans. Yet, the recognition of wherever they live in America, and as our members represent all people, millions of Americans, they understand the stark disparities they see even in their congressional districts.

That is why we stand here today, to honor Juneteenth which equals freedom. That is why we are here today, to say that we are never giving up the fight. We are most proud of the fact that we collectively came as a body, embraced our work as individual members, and got Juneteenth signed. We will now go into this week speaking about freedom, but also speaking about truth and the work we have to do.

Madam Speaker, it is my pleasure to yield to gentlewoman from Ohio (Mrs. BEATTY).

CELEBRATING JUNETEENTH

The SPEAKER pro tempore (Ms. JACKSON LEE). Under the Speaker's announced policy of January 4, 2021, the gentlewoman from Ohio (Mrs. BEATTY) is recognized for the remainder of the hour as the designee of the majority leader.

Mrs. BEATTY. Madam Speaker, tonight we have heard from leadership in the Congressional Black Caucus and leadership in the Democratic Caucus of the United States Congress.

Madam Speaker, I thank Congresswoman SHEILA JACKSON LEE for threading the needle, for reminding us of the history of how we started; 1863. And then 2 years later in 1865 when it was announced that Juneteenth would exist because Black people were free. Juneteenth, independence day, freedom day, all of it makes a difference for us because we know freedom is never given, it is won.

Madam Speaker, it gives me great pleasure now—another colleague from the great State of Ohio. Someone who knows the value and importance of fighting because she is a fighter. She is a sojourner who understands that her voice speaks for thousands of individuals, especially Black individuals.

It is a great honor to have a colleague that hails from the same State that I hail from, the great State of Ohio. She walks in the footsteps of Congresswoman Marsha Fudge, Congresswoman Stephanie Tubbs Jones, and a Congressman—one of the founders of the Congressional Black Caucus—Congressman Lou Stokes.

Madam Speaker, I yield to the gentlewoman from Ohio (Ms. BROWN), from the 11th District.

Ms. BROWN of Ohio. Madam Speaker, thank you for the kind introduction. I thank Chairwomen Beatty and all my Congressional Black Caucus colleagues for highlighting the significance of Juneteenth during today's Special Order hour.

Madam Speaker, the date was Monday, June 19, 1865; the location, Galveston, Texas. It was 2½ years after President Lincoln issued the Emancipation Proclamation and 2 months after the Civil War ended, 250,000 enslaved Black people in Texas still did not know they were free.

That was until—on that Texas summer day—Federal troops rode into town and a Union general read aloud an order announcing their freedom.

Emancipation didn't happen all at once, and slavery wasn't formally abolished until the passage of the 13th Amendment later that year. That 19th day in June came to be known as Juneteenth, a day celebrating the end of slavery in America.

The year following the 1865 declaration, freedman in Texas organized the first of what became the annual June 19 celebration. Slowly but surely, Juneteenth celebrations spread across the country.

Last year, thanks to the hard work of my friend, my colleague, the dynamic incomparable Congresswoman SHEILA JACKSON LEE, President Biden signed a bill into law recognizing Juneteenth as a Federal holiday.

Juneteenth is a time to celebrate, and it is a time to take pride in the many contributions of African Americans to our society and our country across the generations.

It is also a time of remembrance and action. On Juneteenth, we acknowledge a dark period in our history and its lasting legacy of inequality and injustice—a legacy that continues to influence our country today. We have made

much progress as a Nation, yet we still have a long way to go. Progress is not possible without a full accounting of both our brightest days and our darkest nights.

As we honor those enslaved Texans who finally learned of their freedom 157 years ago, let us recommit to fulfilling the promise of Juneteenth—and indeed of our Nation at large—by fighting for equality, liberty, and justice for all.

Mrs. BEATTY. Madam Speaker, we stand here listening. We stand here revisiting our history. We stand here thinking about our ancestors.

□ 2030

As members of the Congressional Black Caucus 50-plus-1-years-old, we understand that the fight must continue.

We understand when we walk in these hallowed Halls of justice that we carry that torch—that torch, freedom, that torch, justice and liberty for all. It is that responsibility that we acknowledge.

It is that responsibility when I think about the 173 Black people in the history of this Congress who have served out of some 12,000 people who have served in these Halls—173 Black people.

When I think about being the ninth Black woman to serve as chair of the Congressional Black Caucus, I think of the other women: the sojourners and the truth tellers who served as chair of the Congressional Black Caucus.

I think of people like Congresswoman KAREN BASS, whom I followed.

I think about Congresswoman, and now Secretary of HUD, Marcia Fudge.

I think about Congresswoman MAXINE WATERS—who is one of six Black Members of Congress—serving as chair of the Financial Services Committee.

I think about Congresswoman BARBARA LEE from California who is always out in the forefront and reminding us of the words of Shirley Chisholm.

I think about Congresswoman EDDIE BERNICE JOHNSON, another colleague from the great State of Texas. She is a woman who reminds us about equality and justice and reminds us about the value of collaboration and standing together in unity. She is the founder of the Tri-Caucus. She is another fighter for justice, someone who mentors us and stands back and gives us enough room so we can lead and follow in her footsteps.

There are so many strong, Black women in the Congressional Black Caucus.

Then there are the men. There are 29 Members who are female and 29 Members who are male serving now in the Congressional Black Caucus.

So tonight, Madam Speaker, I say, thank you. The two most powerful words that one can say. I say thank you to our chair of our Special Order hour, Congresswoman SHEILA JACKSON LEE.

As we begin to bring this night to a close, I am reminded of so many things

that great leaders have said. Someone said that liberty, when it begins to take root, is a plant of rapid growth.

We have begun to take root as members of the Congressional Black Caucus. And we, too, have that same rapid growth of all the things in this Chamber we have brought to the floor, in this Chamber that we have voted out and sent to the Senate and to the White House to be signed into law. So often people will come up to us on the great streets of America, and they will say: Tell me, what is it that the Congressional Black Caucus is doing?

But, Madam Speaker, I say no more. No more will you question who we are. Because our power and our message of Black excellence, of lifting up and elevating our message and power has reigned through the United States of America because you see, Madam Speaker, when you talk about an executive order or police reform, it was the Congressional Black Caucus that was there when the President signed it.

When you talk about our dealing with student debt, it is the Congressional Black Caucus that just finished a 2-day issues conference. We brought before our Congressional Black Caucus issues forum 10 of the top civil rights leaders in America. They didn't bring or send a designee. They came themselves before us.

So I want to say, Madam Speaker, that tonight was about Juneteenth. But tonight was also about letting Americans know that we are fighting for them, that we stand with them, and that we understand that we must continue to fight against systemic racism, and we must continue to fight for our children and our families.

That is what we do because we are the Congressional Black Caucus. Our power and our message is Black excellence unapologetically strong.

Madam Speaker, I yield back the balance of my time.

Ms. JOHNSON of Texas. Madam Speaker, for over 150 years, June 19th, also known as Juneteenth Independence Day, has served as a source of reflection, inspiration, and hope for generations of Black Americans. It is a day when we are reminded of the trials and tribulations of those who came before us, and celebrate the incredible progress we have made. It is a day when we can rejoice together in the freedom and liberties that we all share, and recommit ourselves to everlasting equality and justice. It is a day that means so much, but for too long had not been formally recognized as a federal holiday.

That was, Madam Speaker, until our advocacy was finally met with action from the rest of Congress and the White House. I was proud to join my colleagues here in Congress and the Biden Administration last year to make Juneteenth a federal holiday. Now, just one year later, many more Americans understand and appreciate the day's history.

Today, I am especially thankful for Texas's very own, Ms. Opal Lee. Colloquially known as the "Grandmother of Juneteenth," Ms. Lee has worked tirelessly over the years to educate, inform, and advocate on behalf of the Juneteenth movement. I have had the pleas-

ure of meeting her several times over the years and am constantly reminded that we stand on the shoulders of icons like her.

Madam Speaker, I want to wish those in Texas's 30th Congressional District and across the country a Happy Juneteenth.

REVERSE THE CURSE: RESTORING FISCAL RESPONSIBILITY

The SPEAKER pro tempore (Ms. BROWN of Ohio). Under the Speaker's announced policy of January 4, 2021, the gentleman from Texas (Mr. ARRINGTON) is recognized for 60 minutes as the designee of the minority leader.

Mr. ARRINGTON. Madam Speaker, tonight we are going to talk about a subject that gets too little attention in this Chamber and too little debate and consideration among lawmakers. Yet the storm clouds are gathering, and an epic crisis looms large over the future of our great Nation. Our mountainous and unsustainable national debt is the most significant, in my opinion, long-term threat to our economic prosperity as well as our national security. We have sown the wind of fiscal irresponsibility, and our children will reap the whirlwind of economic calamity. We will rob generations of Americans of the freedoms and the opportunities that we have enjoyed and have been so blessed with.

Madam Speaker, we all take an oath, but there is an unwritten covenant between lawmakers today and our Founding Fathers and our future generations of Americans, and that unwritten sacred promise that all American leaders have subscribed to is to leave this Nation better than we found it.

I believe the question is still hanging out there. The jury is still out on whether our Nation's leaders today in this generation are willing to make the sacrifices necessary to take on what I believe is the greatest challenge of the 21st century, and that is this unsustainable, unconscionable, and even immoral fiscal path that we are on. It is a collision course with a disastrous future.

We have to do something. We have all the reforms and policy solutions. But what we don't have and what I have not seen in now 6 years in this Chamber is the collective political will to do something about it. It is very simple.

Madam Speaker, I am honored to be joined by fellow lawmakers who I know share these sentiments. One such man hails from Ohio's Sixth District. He is a dear friend, he is a patriot, and he is a veteran. He has served on the Budget Committee. He is the co-chair of the Problem Solvers Caucus, a task force on addressing our broken budgetary processes and getting our arms around the debt and reining this in.

Madam Speaker, I am so glad he has joined us tonight. I yield to the gentleman from Ohio (Mr. JOHNSON).

Mr. JOHNSON of Ohio. Madam Speaker, I thank my colleague for yielding.

This is such a huge problem. There are so many different paths we could go down with this discussion. It is so big of a crisis that it is almost impossible to get it all articulated well within one Special Order series.

Madam Speaker, late last month, the CBO released its "May 2022 Budget and Economic Outlook." This is the first time the CBO has produced a baseline that properly incorporates the runaway, destructive inflation that is ripping through our economy today.

According to the CBO report, inflation is not going anywhere anytime soon except up. This is a dramatic change from the insistence of the President, the Treasury Secretary, and my Democrat colleagues that inflation is merely transitory and is nothing to worry about.

They are, in fact, so out of touch that they have begun to change their narrative. They now claim that Americans are financially prepared—get this—financially prepared to weather \$5 a gallon gasoline, skyrocketing energy costs, and grocery prices that would have been unthinkable just 18 months ago.

Now, I am not sure what Americans they are talking to, but they are not talking to Americans who live in Appalachia where I live—seniors who live on fixed incomes and others who struggle to make ends meet in this high inflationary period. But inflation is not just a sticker-shock sensation. It will have ripple effects throughout the economy. Debt will continue to rise to 110 percent of GDP over the next decade.

Don't be fooled by President Biden's propaganda claiming victory on debt reduction either. CBO projects that deficits will be \$2.4 trillion larger over the next 10 years. The more President Biden continues to pour gasoline on the inflation fire with his failed policies, the more that number is going to keep growing.

Madam Speaker, we must get our fiscal house in order. The American people have to live by a budget, and the American government should live by a budget, too. The United States does not have a revenue problem, we have a spending problem. And the first step in fixing this problem is to fix our broken budget process.

That is why I am proud to be a cosponsor of H.R. 2575, the TRUST Act, to establish special rescue committees to begin developing recommendations and legislation to protect and ensure the longevity of Social Security and Medicare. These are some of the country's main drivers of our debt. They are mandatory spending programs that are absolutely out of control. Doing nothing about it is not an option.

I am also, as was mentioned, the colead on a bipartisan debt and deficit working group as a member of the Problem Solvers Caucus, and I am willing to work with anyone, Republican or Democrat, to find real solutions to ensure Medicare and Social Security are around for our children and our

grandchildren to benefit from in the years to come.

Madam Speaker, this is a big problem. I look forward to hearing what my colleagues have to say tonight. We need bold ideas to address the fiscal crisis that looms in front of us.

□ 2045

Mr. ARRINGTON. Madam Speaker, I thank my dear friend from Ohio and echo his sentiments. We must get our fiscal house in order.

It is shameful. I would say, a case in point, to the cries from our citizens, citizens who say that this body and politicians in both Chambers, in Washington, play by a different set of rules. Do you know what? They are right. There is no further you have to look than at our budget and appropriations process.

We haven't had a budget in the last 4 years under the leadership of our Democrat colleagues, but quite frankly, both parties have been guilty. I think, over the last 50 years, we have only gone through regular order and passed a budget in all 12 appropriations and run the people's House the way our States and local governments and our families run their fiscal affairs.

They don't get to waive pay-fors. They don't get to borrow infinitum.

This place is so broken, and it is going to catch up to us. You don't feel the pain until you feel the pain.

When the dominoes fall, you cannot borrow and spend your way out of that situation and that particular crisis, like we have seen with COVID and others prior to it.

We have a champion for this issue, fiscal responsibility, restoring that in our own Conference as well as the broader United States Congress, a fellow Texan, a man who I am proud to serve with from Texas' 21st District, and a member of the House Judiciary Committee and Veterans' Affairs Committee.

Madam Speaker, I yield to the gentleman from Texas (Mr. ROY).

Mr. ROY. Madam Speaker, I thank my friend from Texas for yielding. I know that he cares deeply about this issue and spends a whole lot of time working across the aisle and with our own Conference, trying to get this body to focus on this issue of spending. Frankly, that is on both sides of the aisle.

We are sitting here now, \$30.5 trillion of debt. That is a number that nobody in America can possibly understand what that means. We talk about it. We say it. We put charts up, but nobody knows. \$30.5 trillion, if you set out to count to that, one Mississippi, it would take you 967,000 years. I mean, think about that. It is patently absurd.

Yet, we are going to rack up another trillion and a half here in the next year, and then another couple of trillion. We are just going to keep piling it on. Interest rates are going up, and interest rates are going to keep going up, so that debt is going to pile up even further.

The American people know this. They can't live their lives that way. Yet, here we are in this body, this so-called people's House, and we haven't had a single actual debate on spending in this body the entire time I have been here, much less this year.

We just passed another milestone in this great body, the United States House of Representatives, in which we just spent the sixth year in which not one amendment was offered on the floor of this body in open debate, not one amendment.

Has any rank-and-file Member of the United States House of Representatives been able to come to the floor and offer an amendment? You wonder why this place is broken?

I mean, we just passed that milestone yet again. You never get a chance to have open debate here in the so-called people's House.

I gave a speech a little while back from this podium on this floor that I called the United States House of free stuff because that is the way people view this body.

Oh, we just got another check we can go write, another bill we can pass. It sounds good. It has something great in the title. You are talking about infant formula. Oh, you better vote for that. You can't vote against a bill that has infant formula in the title. Doesn't matter what it does. Doesn't matter if it will make it worse. Didn't matter what the power of the government is.

If you put ALS in the title, don't vote "no" on an ALS bill. Well, then you hate people with ALS, right?

Don't vote "no" on any bill that has something in the title. United States House of free stuff.

Yet, this week, what are we going to vote on? We are going to have a bill, H.R. 7606, which will likely come up, that will give \$400 million to ethanol producers. Never mind that that jacks up 30 cents a gallon on the price of gasoline.

We are going to have a bill that has \$12.7 billion over 10 years on wildlife recovery. Man, we are really being great stewards of the public trust here in the United States House of Representatives.

That is the problem. That is what is broken, and the American people see it. They see that we are here not doing the work of the people because we never actually debate, vote, and figure out something, roll our sleeves up and say: "Do you know what? We have X trillion dollars of income so we can only spend X trillion." We never do that.

That fundamentally is what my friend from Texas is getting at, what my colleagues are here on the floor talking about.

I would ask the Speaker where my colleagues on the other side of the aisle are having any conversation whatsoever about only spending that which we take in. But, no, we can never have that conversation in the United States House of free stuff because it is a hell

of a lot easier to go out on the steps and go preen and posture to a bunch of people in the media, saying about how evil people are if they dare vote against spending money we don't have.

Madam Speaker, we should do our job, both sides of the aisle, to stop spending money we don't have.

Mr. ARRINGTON. Madam Speaker, I say a hearty amen to my fellow Texan who has put his money where his mouth is. Certainly, he has put the votes of his constituents where his mouth is and has taken a stand.

It is not fun to be voting against things that have these wonderful titles that are going to do these grandiose things for the country. But the question is, who is going to pay for it?

I don't even call the \$30 trillion of debt "debt." I call it what TOM MCCLINTOCK once mentioned in a budget hearing. It is a deferred tax on our children. It is so easy for us to pass these bills and not consider the incalculable cumulative cost.

But there will be a payday someday. As James Madison said, "A public debt is a public curse." We are not blessing our children. We are not giving them the benefit of the quality of life that we have known as Americans second to no other nation and society in the world and in the history of the world. Yet, to do nothing and to keep this runaway freight train of fiscal irresponsibility running off the cliff is to curse them. Indeed, it is to curse them, as James Madison said.

Another friend and colleague and a new Member of Congress, but not new to public service, is PETER MEIJER from Michigan's Third District. He serves on the Committee on Homeland Security and the Committee on Foreign Affairs. We appreciate his deep concerns and convictions on this issue facing our country.

Madam Speaker, I yield to the gentleman from Michigan (Mr. MEIJER).

Mr. MEIJER. Madam Speaker, I thank my dear friend from Texas for yielding.

When I was in middle school, we had a textbook for U.S. Government, and it showed our debt. The line went up and the line went down over administrations. It spiked in World War II. It was coming down in the nineties. This is the debt, mind you, not the deficit, the debt. There was a little dotted line anticipating we would have the debt fully paid off by, I think, 2002.

Now, some things got in the way around the turn of the millennium, and that number has spiked. Now, we are at those World War II highs.

As many of my colleagues have alluded to, this is a bipartisan affliction. Deficit spending knows no party preference. But the idea that, in just a few short years, we tripled that debt—well, added 50 percent, went from \$20 trillion to \$30 trillion, \$5 trillion of that in the last 2 years alone.

We were facing the COVID-19 pandemic. Those were dark and frightening days, and this body reacted

swiftly, reacted in good faith. Yet, the good faith became a good excuse to just keep spending, keep spending, keep going. That catches up.

The inflation that we are experiencing right now has many fathers. You have the challenges of unwinding over a decade of quantitative easing, and that money printer just rolling on and on.

We have the American Rescue Plan, which many of us in this body, probably many of us here behind me tonight, were warning about the inflationary impacts that were dismissed at the time, except for a few brave economists on the left. Larry Summers was pointing that out, but we just kept going.

Now, the American people, the consumers, are feeling that impact. They see it every time they drive past the gas station.

I just filled up my gas tank. For the first time, it cost me over \$100. That has never been the case. I know many who have more than a 20-gallon tank are experiencing that even worse.

The question on behalf of constituents we talk to is: What are you going to do? What are you going to do in Congress about this?

The challenge is inflation, debt spending. These are challenging issues, right? You can't put the genie back in the bottle. I mean, maybe we could accelerate the creation of a time machine and go back and show what occurred and what the consequences were of those policies, come back into this body to February 2021 with the American Rescue Plan, or even go back to when that middle school textbook I had was written, showing the dangers.

But just in the time I have been here, our cost to service the debt, that 10-year Treasury bond, has tripled in terms of what this impact will be on us fiscally.

We talk about the budgets that we pass, that spending. That is only a third of how much money is going out the door.

I applaud my colleagues who are working on the TRUST Act and other efforts to just come to some bipartisan consensus because this will be something that impacts all generations.

I am acutely aware of that, looking at young families and the burden this is putting on them, and just how much that debt very rapidly is going to be a long-term drag on our fiscal growth, on our economic vitality that underpins our standing in the world and our position as a superpower.

If we don't get that house in order and get it in order fast, and start laying down the groundwork—it doesn't have to be bold right away. It will need to be bold eventually. But, by golly, we need to start heading down that right path and that right path soon.

Mr. ARRINGTON. Madam Speaker, I thank the gentleman from Michigan, my friend, for his comments. I am, again, proud to serve with him, and he brings such reason and common sense.

He is right to say that it is not a partisan issue and that the debt and those things that have led to this massive \$30 trillion, over 120 percent of the size of our entire economy, exceeding World War II with our entire debt—and by the way, in peacetime. He is right.

We have to have an honest conversation with ourselves before we have an honest conversation with the American people, and both parties have contributed to this mess. Until we decide to accept that and take ownership of it, we will never lead us to the path of restoring that responsibility, that good footing, and the prospects of having saved this country and our children and grandchildren from the disastrous, calamitous future if we don't. I appreciate his approach to it.

We are reaching out to our colleagues, our Democrat colleagues, to fix some of these broken systems, the perverse incentives that let us get away with this reckless and irresponsible process that we call budget and appropriations. Nowhere else in the world can you do what we do.

But the results are indisputable. You get a broken process, a dysfunctional system like we have, and you are going to get broken outcomes.

Look no further than the debt clock, and look no further than CBO's 10-year forecast: \$16 trillion more over the next 10 years of just the public debt. It went from almost a trillion in annual deficits leading up to COVID, and now the average will be \$1.6 trillion in annual deficits over the next 10 years, leading up to 2032, where we will have \$2.3 trillion in annual deficits. The interest we pay on the debt just to service them, think about this.

□ 2100

We will spend more to service the debt to pay the interest, which you get nothing for. You get no infrastructure. You don't get a farm bill with strengthening of the food supply. You don't get a better or bigger army to put on the field against the threats around the globe.

We will see a tripling of the interest payments that will exceed in 10 years, cumulative, over \$8 trillion, but the annual amount will exceed what we spend on national defense. We get nothing for this interest. It is the largest growing mandatory spending item in the budget.

Woe to the country if we don't take a hard look in the mirror and if we don't decide to muster the political courage to take this on for the sake of our kids and for the sake of our country.

Now, one of my closest friends in Congress who claims to come from a State that does more agriculture than the Lone Star State, which already discredits him from the outset, but I don't want to see the numbers because I would be afraid if he were right. I would be afraid to go back to Texas. We are just going to say Texas is bigger in every way, including ag production.

He is a Ways and Means Committee member, and this guy, he is passionate about our debt, our deficits, and getting our fiscal house in order. He is going to be helping lead the charge in the 118th Congress when the people, I pray, give our conference, Republicans, a chance to prove that we are serious on this: RON ESTES from the great State of Kansas.

Mr. ESTES. Madam Speaker, I thank my friend, Mr. ARRINGTON, for hosting this very important hour on this very important topic. I will concede that Texas is bigger geographically than Kansas and several other States as well.

You know, it is important that we talk about this important issue, and I really appreciate the work that he does, and I appreciate serving with him on the Ways and Means Committee on so many of the important issues that we have to address for our country.

Madam Speaker, tonight, as many Americans put their kids to bed, they are checking their schedules for the next day and doing a quick review of the bank accounts. They are deeply concerned about how they are going to be able to live with the crushing price increases in Joe Biden's America.

We are talking a lot about the debt tonight. We are talking about, you know, how do you afford to make your payments on the issues that you have to address today? But also, how do you have to plan for the future, knowing how that debt is going to weigh down on people, weigh down on Americans, weigh down on them as individuals, but also weigh down on their kids and grandkids?

You know, there is a lot of noise that happens in this bubble we call Washington, D.C., but everyday Americans have the same top concerns about the economy and rising prices.

In fact, it has been a top concern for months now. Even last year during a townhall in October, 98 percent of the respondents said that they had seen an increase in the cost of regular necessities.

Last week, I had an opportunity to speak with Treasury Secretary Janet Yellen about why it is taking the administration so long to recognize inflation as a problem. She complained about other challenges the Biden administration faced in January of 2021.

Let's look at what really has happened over the last 18 months. When President Biden took office, he was met with a growing economy that was already recovering from a global pandemic. We were already seeing the debt being addressed and starting to work in that direction.

The COVID vaccine that had been developed from Operation Warp Speed was being distributed around the world, as well as throughout the United States. We were actually starting to see inflation stabilized at a mere 1.4 percent, and filling up your gas tank only cost \$2.39, thanks to American energy independence.

Despite all the pandemic-related challenges that Americans have gone through over the past year; consumer sentiment was relatively high at 79. But after a year of total Democrat control in the city, Americans no longer have a positive outlook on the economy.

Our economy shrank in the first quarter. Americans are paying more for everything they buy on a regular basis. Gas has skyrocketed to an average above \$5 per gallon, and consumer sentiment has dropped to a record low of 50.2. It is bad news for our country.

Joe Biden and the Democrat policies are taking away the prosperity and the American Dream from families and small businesses across the country.

You know, on Friday, the Bureau of Labor Statistics released a staggering higher-than-expected inflation rate of 8.6 percent, but that is the year-over-year number. It really doesn't show the impact of inflation that has come up during the Biden administration, what a lot of people are calling Bidenflation.

If we go back to January of 2021 when President Biden took office, we can see that month-over-month inflation is actually up a cumulative 11.4 percent. Think about that. If you bought something in January of 2021, it now costs 11.4 percent more than it did.

That is a marketplace average. Some products have been a whole lot higher than that. You see it in gas. You see it in meat, bacon, and milk.

Now, what does that mean for the average American? We are looking at, for the average American household, an additional \$635 in monthly costs. As you can see, prices have continued to climb for American families each month, meaning that on average, each household has already paid an additional \$5,000 for these failed policies under the Biden administration. Even if inflation stays the same, households will pay an additional \$7,620 over the next 12 months.

My Republican colleagues and I understand how devastating this is for Americans. We warned for months that kneecapping American energy production, while flooding the economy with Federal dollars and deficit spending, would create runaway inflation, as it has.

Today, right now, my colleagues on the other side of the aisle could ease the burden on families by encouraging American energy production and stopping their pursuit of Big Government spending sprees. We would have a stronger economy and a stronger America through energy independence, an ability to balance the Federal budget, and a smaller government.

These are the keys that will reverse course on a disastrous economy, and I would encourage my colleagues in the majority to disband this far left, extreme agenda to face the crisis they have created.

As we have talked about tonight, the debt continues to increase, and we need to focus on that. We need to focus on

lowering the amount of "free stuff" that comes out of the United States Government and focus on what we need to do to help everyday Americans with the things that they go through and things that they have to deal with, their families and their small businesses.

Again, I would like to close in thanking my friend, JODEY ARRINGTON, for hosting this so that we can talk about, you know, the fiscal state of the country and what the problems are that we have to address going forward.

Mr. ARRINGTON. Madam Speaker, I couldn't be more proud to serve alongside of RON ESTES. The people of Kansas are well served, letting him be their voice in the people's House.

You mentioned the disastrous economic plan and policies of this administration. It is hard to believe what you didn't mention that this President and our colleagues on the other side of the aisle somehow think that the largest tax-and-spend bill is the solution. More spending. More spending. More flooding the market with Federal moneys. More expansion of welfare without work.

We all want to take care of those folks who are working hard and still struggling. But, for example, the refundable tax credit, child tax credit, where we would be paying thousands of dollars per child, per person, with no requirement to work, to contribute, to have ownership in this society, it is reckless.

And, quite frankly, it is heartless because those policies trap people in poverty. They don't lift them out. They trap them in a life of dependency on the government.

We want Americans to be the very best that God has created them to be and have the best quality of life and a chance for a better life for their families. I thank my friend from Kansas.

I am reminded of some great warnings from our wise Founders. Ben Franklin said, "... when you run into debt; you give another power over your liberty." We are talking about robbing our children of their freedom, not just their economic opportunity and future prosperity.

Thomas Jefferson said, "To preserve our independence, we must not let our rulers load us with perpetual debt." Warning after warning.

One of my favorites, our great father of this country, our first President, Commander in Chief George Washington, in his farewell address—think about it, penning a relatively short set of remarks, not only for those of his time, but for posterity, for future leaders of the greatest country in the world.

□ 2110

He gave three major warnings. He said: Be careful of foreign influence, be careful of the factions that will divide you within our own country, weakening our bonds of unity, as I stand under the "e pluribus unum" motto, out of many one, that unifying spirit that made this country exceptional.

But he warned about fiscal irresponsibility, and just to paraphrase, he said: We must avoid the accumulation of debt, not only by shunning occasions of expense, but by vigorous exertions in time of peace to discharge the debts, which unavoidable wars may have occasioned, not ungenerously throwing upon posterity the burden, which we ourselves ought to bear.

I mean, we are ungenerously throwing upon posterity a burden of debt that we are not willing to bear. We are not willing to take the tough votes and pay for this and reduce our debt and deficit spending and give the next generation a chance, a fighting chance to have what we have had in this great country.

I yield to the gentleman from Texas (Mr. CLOUD), another freedom-fighting Texan who serves the coastal communities in the Lone Star State, Oversight and Reform Committee member and proud Texan, the lone Texan on the Agriculture Committee. I have tremendous respect for him and his love for freedom, his love for the Lord, and his love for the people of this great country, from Texas' 27th District.

Mr. CLOUD. Madam Speaker, I thank JODEY for putting this together. I have enjoyed sitting with him in many of the meetings that he has called to work on fiscal responsibility, reaching across the aisle to see about having those important conversations, realizing the heavy task ahead of us, but also how important it is that we take it on.

We are \$30 trillion in debt. I like how JODEY framed it because \$30 trillion is a hard number for us to grasp, but the idea that it is a deferred tax on our kids, it is nothing that we will have to pay, but it is a burden we are passing on to our kids in the name of spending today.

Right now what we see happening in our Nation is families are struggling with inflation, inflation, and inflation. Right now many families are having to make the choice between food and fuel. You have families on a fixed income who suddenly their money doesn't go as far as it went, and they are having to make tough choices, sometimes between medicine and food.

You have others who have saved their whole life, worked their whole life, thinking their money would stretch a certain distance, and suddenly their life savings is not worth what it was.

The Washington solution, of course, has been to spend more money, exacerbate the problem, put more money out there that causes more and more and more inflation. Typically what we see happen from big-spending politicians is they try to get away with selling this idea to the American people that their personal compassion is defined by how much of other people's money we give away.

That is the most absurd notion, the fact that we could spend other people's money and somehow go back to the

American people and say, How much do I care about you? It is not our money to spend. Real compassion would be doing the due diligence to make sure that we are not just voting on a bill that has some warm and fuzzy title but that we are doing the due diligence to make sure that it is actually accomplishing the objectives it was set forth to do.

When we start a program or we start an agency, we come back and we check and we see, are they meeting their benchmarks, are they actually accomplishing it? A lot of times in Congress we will pass a bill out of the best of intentions and find out later on that it is actually doing the opposite of what we intended it to do.

Right now in Washington if you try to get a straight answer on how many programs or agencies exist in Washington, in our Federal bureaucracy, it is hard to get a straight answer, much less to know whether they are doing a good job or not, whether we are being wise with the taxpayer dollar or not.

This is one reason I have authored and introduced here the Federal Sunset Commission Act. We have one in Texas. It has been effective at helping rein in government. It would bring every agency, every program before a commission and review it to see if it is something we should keep doing. Maybe there are a couple programs that are similar that we can consolidate, make them more efficient. Maybe there are some things that are just not accomplishing what they were set out to do. They may have been put out there with the best of intentions, but we need to stop it and give the taxpayer back their taxpayer dollars.

You know, when you study how nations rise and fall throughout history, usually they crumble from within. Right now that is where we are at in the United States. We are not so much in danger of some invading force coming across our borders, but we have not been diligent to spend wisely. We have been irresponsible.

We are the world's reserve currency, but we have not acted like the world's reserve currency. If we are not careful, we will lose that very important standing that has helped us have the freedom and prosperity and, frankly, to be a light, to be a city on a hill, to be a nation that advances freedom and liberty not only here at home but, frankly, across the world.

Some years ago, it was actually under the Bush administration, there was an intelligence report that came out that said basically the greatest transfer in all of history of wealth and power is happening right now from the Western countries to the Eastern countries. They said it was almost inevitable. It was a virtual certainty is the way it was phrased that this transition would happen.

They said it was happening for two reasons. They said it was happening because we are sending oil and gas revenues overseas and we are sending man-

ufacturing overseas. So basically the elites were taking the wealth and hard work of the American worker and sending it to nations that have our not best interests in mind. And they call that good, sound policy.

They said it was virtually inevitable. Well, in the last administration, we saw that we could, indeed, bring those oil and gas revenues back. We saw that actually brought peace and security to the world. We saw that we could begin to bring manufacturing back.

If we release the American worker to do their job, to innovate, they can meet the challenges of the supply chain we face now. Let's get government out of the way and let them do their best work.

There is a story in Scripture of a good king Hezekiah, and history will record that he was a good king, but later on in life he made a big mistake. He invited an enemy country to come see the storehouses, to see where the temple treasuries were, to see where all the gold and weapons were stored up. A prophet came to him a couple days later, and he said, guess what, everything that your ancestors have stored up will be taken away one day because of what you just did. And that was a tragic thing to hear. But what was even more tragic was his response when he said: Well, what you are saying is good because at least it will not happen in my lifetime.

We have too many people in this House who when it comes to legislation are willing to sugarcoat, willing to acquiesce, willing to vote on that good and fuzzy bill because they know that the damage will not come in their lifetime, it won't come in their political career.

We have got to do what is right by the American people; do what is right for generations to come; and do what we need to do to save this great bastion of hope and freedom for the world, the United States of America. Thank you for hosting this. God bless you.

Mr. ARRINGTON. Madam Speaker, wow, I have to really hold back here because I have other colleagues that have important things to say, but when I listen to my friend MICHAEL CLOUD, I am inspired because he is a man driven by conviction. I have watched him, and I admire his drive for truth, his seeking out what is best for the country. That is his measuring stick.

In an institution full of so much baloney and so many, pardon me, partisan hacks, it is nice to have somebody that just says, I want to do right by the Constitution, my constituents, and my kids. And that is what drives MICHAEL CLOUD. I am proud to serve with Representative CLOUD. I thank him for joining us for this discussion.

We have another Kansan. I think we have had three Texans and two Kansans, so we are still winning, we are still up one. TRACEY MANN is a new Member of Congress but not new to public service. He has led his great State as Lieutenant Governor.

Now, he might boast more wheat and sorghum there in his district, but he will never be able to produce more cotton than Texas 19. I love that he is a champion for our producers, our ag producers, and I love that he is equally concerned about making sure we live within our means, we rein in our spending, and we reduce our national debt and get back to the fiscal footing that we all have confidence will be a gift, not a curse, and that we will, in fact, reverse the curse.

We are going to get a chance in the next term. God willing, I think the people are going to give us the chance to lead. And lead we must, which will require courage, and I know you have it.

Madam Speaker, I yield to the gentleman from Kansas (Mr. MANN), from the First District of Kansas.

□ 2120

Mr. MANN. Madam Speaker, I thank Mr. ARRINGTON for doing this tonight. I thank him for being such a champion and continuing to raise this issue, which is incredibly important to all of the Midwest, the West Coast, the East Coast, our entire country, vitally important.

I enjoyed the trip to west Texas the other day, and, yes, they grow more cotton than we do in Kansas, without a doubt.

As mentioned already, we are more than \$30 trillion in debt. We have added almost \$6 trillion in the last 2½ years, mostly in the name of COVID. We spent more money in the name of fighting COVID than we spent to win World War II, in inflation-adjusted dollars. Let that sink in. It is absolutely mind-blowing.

The debt is now \$92,000 per American. For every American, your share of the American debt is \$92,000. For my wife and four kids, our family's share is \$552,000.

When you rack up this kind of debt, you really only have two choices. When you spend out of your means, you can pass it on in debt or you can raise taxes. I am really concerned with the potential tax increases that this out-of-control spending will lead to.

That is why I rise today, because America is facing an economic crisis, and Democrat leaders are failing to provide the American people with any real solutions. Instead, they are just making things worse. Two aspects of this administration's budget proposal will cause irreparable harm to the economy and health of rural America.

House Democrats, for their part, want to distract the Federal Reserve with social policy while inflation is at a 40-year high. We have to solve this problem by decreasing spending, not by increasing taxes.

In America today, farmers, ranchers, and ag producers are coping with problems that this administration has caused, like a broken supply chain, rampant inflation, and labor shortages. Now, the administration is threatening the stepped-up basis again and seeking

to impose new capital gains taxes on the people who feed, fuel, and clothe us all. When the assets of family farms transfer to the next generation, the Federal Government should not jump in and impose taxes on the unrealized gain of these assets to pay for this out-of-control spending. This principle is called the stepped-up basis. It has a long precedent in the tax code, and President Biden wants to dismantle it to pay for all of this spending.

Adding insult to injury, the President's budget imposes capital gains taxes on farms that have been in families for more than 90 years. Think about that. In 1940, the average cost of Kansas farmland was \$50 an acre. Now, irrigated land is over \$4,000 per acre. Imagine the capital gains tax implications on that history of ownership. This proposal would impose hundreds of thousands of dollars in new capital gains taxes on farmers, killing most farms overnight.

In March, I introduced a bipartisan resolution, along with 82 of my colleagues, that supports the preservation of the stepped-up basis and opposes any efforts to impose new taxes on family farms and small businesses.

The President's budget is an attempt to extort money from rural Americans to pay for his party's Big Government, socialist spending spree. The farm-killer tax and the elimination of the stepped-up basis aren't game changers for American family farms; they are game enders. Congress owes unwavering support to the American farmers, ranchers, and ag producers.

A few days ago, the Department of Labor released yet another report of record-breaking inflation for the month of May, the highest in over 40 years. House Democrats are responding this week by forcing a vote on a bill that would handcuff the Federal Reserve and force them to focus on social policy in addition to their statutory mandates of fighting high inflation and dealing with the unemployment rate, the missions for which the Federal Reserve was created. As if the economists at the Fed don't have enough to worry about, House Democrats now want to assign them the task of setting social policy. Unbelievable.

President Biden and Washington Democrats are completely out of touch with the American people on this issue of inflation, and they are out of touch with the needs of rural Americans. They need to wake up to reality and get to work on providing real solutions to the problems that Americans are facing.

Record spending and debt will lead to America's demise, and we cannot allow that to happen under our watch.

Mr. ARRINGTON. Madam Speaker, I thank Representative MANN for bringing up the stepped-up basis repeal. Republicans didn't get a vote in this largest tax-and-spending bill that was called Build Back Better, that some have not so affectionately referred to as build back broke. Really, it adds,

even according to CBO, trillions of dollars in new debt.

Worst of all, the Democrats negotiated some of these provisions out before they passed it out of the House. One of them was the repeal of the stepped-up basis. Then, this President puts it back in the "Green Book" and says to the American farmers and ranchers, who put food on the table and give us food security, which is national security—we talk about energy independence; you wait until the pain is felt by the food shortage, a whole other level of concern when it comes to supply chain. Less than 1 percent, a fraction of a percent, we spend as a nation to have ag independence and have a stable ag economy through farm policies and a farm bill. This stepped-up basis, as I told Secretary Yellen, would create the largest fire sale of farm assets in the history of our country.

Farmers are cash poor. If the next generation of farmers inherits a death tax, after paying taxes out the wazoo on every level—income, sales, franchise, you name it, they have paid it. It is an unfair, un-American double tax, and they don't have the cash for it. It amounts to selling off the family farm because the vast majority will be forced to do that to pay more taxes.

Mr. MANN. Which will lead to hungry Americans. When you are well fed, you have a lot of problems. When you are not well fed, you have one problem.

Mr. ARRINGTON. Amen.

Madam Speaker, I thank Representative MANN for his contributions to this important conversation with the American people.

I am proud to have also met and befriended a gentleman from the great State of Utah. The first time we met, I talked about this bipartisan effort to get at the root causes of this broken budget process and reach across the aisle and simply force us, through the right incentives, to be responsible stewards, to get budgets out on time with budget outcomes that would reduce the debt. I remember that Representative MOORE lit up at that dinner meeting and said: Sign me up.

Ever since then, he has been on a mission. He has worked with his constituents, put a task force together. He is prepared, as he looks at joining the Ways and Means Committee, which, by the way, when you look at 70 percent of our budget on auto-spend—that is, entitlement, mandatory programs. The vast majority of those, certainly the big drivers of our debt, are under the auspices and the authority and jurisdiction of the Ways and Means Committee. I will heartily welcome him to the team in that regard. I appreciate his passion for this issue.

Again, we will get an opportunity to serve and lead and govern, and we are going to need people like him to not only sound the alarm but assemble the team of people, the coalition of the willing, on both sides of the aisle, to do the right thing by the American people.

Madam Speaker, I yield to the gentleman from Utah (Mr. MOORE), who represents Utah's First District.

Mr. MOORE of Utah. Madam Speaker, I thank Representative ARRINGTON for yielding. I am so appreciative that he brought up the night that we broke bread and the excitement that I had. I did, I lit up knowing that there was a real concerted effort to be able to forge a path forward to solve our Nation's biggest problem.

Make no mistake: This is our Nation's biggest problem. This is a national security threat. This is something that affects every single American. I am looking forward, and I owe it to every constituent, to make sure that I am working on solving the problem.

□ 2130

I will not go back every couple years when we run for reelection and complain about how much debt we have. I put the task force together so I could explain where we are at, what the ideal State looks like, what it should look like, what we need to strive for, and what are some near-term recommendations for us to be able to accomplish.

You heard from Representative CLOUD. I have a provision that he put forth. I have numerous workforce ideas. We have 11 million jobs. That is a participation rate that would create an enormous amount of revenue if we could get all of those jobs filled.

We have the opportunity ahead of us. There is a strong bipartisan collaboration going on led with your motivation, and I believe in it, and I am willing to work tirelessly because it is our Nation's biggest problem.

Among all my comments today, what I want to make sure that I highlight is that we have to look at the data at what works. We have to look in 2017—didn't solve every problem; we still have a spending issue that Republicans weren't able to address with the Tax Cuts and Jobs Act, but it got our taxes on a globally competitive scale. That allowed for us to keep companies and workers here in America, growing the economy, growing that revenue that is needed so badly.

What we did in 2017 was actually empowering Americans. What we have done in 2021—I greatly fear is what President Biden and the administration has focused on—is empowering government. In 2017 we empowered Americans. We empowered ingenuity. We empowered that to drive us forward. And in the last year we have been empowering government. The massive amount of government spending has directly led to the inflation that we are seeing today.

Few things impact the lives of our constituents as directly as the state of our economy. Utahns I know are desperately hurting. Grocery prices are out of whack. Gas prices—I will talk about that—they continue to skyrocket, reaching \$5. I filled up for \$5, the national average, in Utah, and it is

predicted we could be at \$6 a gallon in July.

The Biden administration's blatant economic mismanagement has put us on the precipice of a recession. We are seeing the effects of that. The indicators are already there. From the Consumer Price Index to the stock market to confidence indicators. We are seeing a recession come about as we have to raise interest rates to solve the self-inflicted mess that was created a year and a half ago when Democrats put in the American Rescue Plan masqueraded as the COVID bill, suppressed our workforce and rampant inflation. This has been mishandled at every turn.

The administration claimed that inflation posed a small risk and that the effects would be short lived, but Friday's Consumer Price Index report, which stated that the price of goods has increased 8.6 percent in the last 12 months, validated what I have been hearing for months from my constituents, that inflation is hurting us, and it isn't going away.

Due to inflation, the average household pays an additional \$460 per month for the same goods and services that they purchased just a year ago at this time.

Last month, we experienced the highest inflation in 40 years, yet again breaking the Biden administration's inflation records.

Republicans sounded the alarm last year when Democrats in Congress rammed through trillions in partisan spending priorities. According to the Congressional Budget Office's "May 2022 Budget and Economic Outlook," over the next 10 years our total deficits will equal \$15 trillion with a deficit of \$2.3 trillion in 2030 alone.

This isn't free money. Sooner or later, reckless spending like this will force tax increases on hardworking Americans. Inflation is already a tax on hardworking, lower-income Americans that we say we are trying to help, and it does not help. That is an extra \$460 a month on average.

To reverse our poor economic outlook, I organized a debt and deficit task force, and I already spoke about that a little bit, but it is with a group of really concerned citizens. These are experts in their field, across industry, a group of people that want to do this because they have fear, they have seen this in their lifetime with stagflation before, and they want to be a part of this and advise me in my role and how I can share that with all of my colleagues in Congress to be able to do the four simple things: Grow the economy; save and strengthen vital programs; focus America's spending; and fix Congress' budgeting process. That fourth piece is something that we have to come together on immediately, and I know there is bipartisan support to be able to do that.

This task force will continue to develop a clear vision for how we can best bring Utah's fiscally sound policies to

Washington to relieve inflationary pressure on hardworking families. I will continue to share our framework of solutions with my colleagues in Congress.

The United States has a flexible economy with a wealth of natural resources and competitive demographics. We are the envy of the world, and we need to continue to remain the envy of the world.

For the sake of each and every Utah family, we must get our fiscal house in order. Our plan will help do just that. I sincerely thank the gentleman from Texas for the encouragement. As I entered into Congress to find a niche of something that I am so passionate about, I will continue to beat this drum until we make it work.

Mr. ARRINGTON. Madam Speaker, I thank the gentleman from Utah (Mr. MOORE), beating the drum and sounding the alarm is a big part of it. I think at some point it is hard to calculate and get your mind around the trillions of dollars that are amassing.

We have added \$7 trillion in additional debt since COVID alone. And what happens, I believe, is when you do that and there is no consequence, there is no trade-off, we are not hitting them in the pocketbook saying, we need more of your hard-earned dollars to pay for this stuff, and we are not cutting the favorite programs of our fellow Americans, so there is no pain.

Mr. MOORE of Utah. Moral hazard.

Mr. ARRINGTON. Moral hazard. We are sleepwalking off the cliff. The problem with this crisis is, as I said, when Humpty Dumpty falls and shatters it is going to be difficult to put him and the exceptional nature and the superpower leadership of this great country back together. There is just not a lot of time and heads up and warning before you go over the precipice.

It is incumbent on us, as young fathers and young family men, to be able to take this on head-on with the courage that our Founders had who gave birth to this great country.

Madam Speaker, I hear you rattling the gavel, so God bless America, and I yield back the balance of my time.

ISSUES OF THE DAY

The SPEAKER pro tempore. Under the Speaker's announced policy of January 4, 2021, the Chair recognizes the gentleman from Wisconsin (Mr. GROTHMAN) until 10 p.m.

Mr. GROTHMAN. Madam Speaker, we heard a little bit about inflation, and we are going to talk about the economy a little bit more.

As has been widely reported, inflation is at a 40-year high, the worst it has been since 1981. Over 8 percent. However, I feel that we are doing a disservice to the current situation to pretend that inflation is only 8.3 percent.

In the official figures they talk about housing going up 5½ percent. Does anybody think the cost of housing has only gone up 5½ percent in the last year? I

know somebody who builds houses; the cost of a new house that he sells has gone up over 25 percent in the last year.

We look at interest which has to be eaten by landlords or a person buying a house that has gone up from 2½ percent on a house to 4½ percent in a year. That doesn't sound like any 5½ percent to me.

You look at, anecdotally, how much rent has gone up. You look at assessments, how much they have gone up on property taxes. In Wisconsin, I am told it is not unusual to find 10 to 20 percent increases in assessments.

When politicians talk about this 8.3 figure, I think it is really a lot higher than that. There is no way the cost of housing and rentals in this country has only gone up 5½ percent in the last year.

I also had the pleasure in the last few days to talk to people in the automobile industry. The official numbers say used cars have gone up 16.1 percent in the last year. Where are you going to find that? People I know in the automotive retail industry talk about used cars going up 30 or 40 percent in the last year.

First of all, we ought to be honest with the American people. When we talk about inflation at 8.3 percent, it is a lot higher than that.

Now, in order to correct it, we have to look at the cause. What is the cause?

We can start with the American Rescue Plan, one of the first things President Biden did. Larry Summers, an economist for President Obama called it the "least responsible" macro-economic policy in the last 40 years. So they had advanced warning. The expert who worked under Barack Obama told them this was going to be irresponsible, but what did they do? They charged ahead anyway, spending another \$1.9 trillion the taxpayers didn't have.

□ 2140

And not long after that we got the Infrastructure Investment and Jobs Act. Nice sounding, wasn't it? American Rescue and Infrastructure Investment and Jobs Act. I always think it is kind of interesting the way they come up with names of irresponsible bills under here. That was another \$1.2 trillion.

Between these two bills—at a time where it was so important that Congress stop spending money—we hit the gas for another \$3 trillion. If it weren't for our friends, the Senators from Arizona and West Virginia, they would have doubled that with a Build Back Better bill for another \$4 trillion. I beg you all, please stop spending.

In any event, the American Rescue Plan and the Infrastructure Investment and Jobs Act, I think, are more than anything responsible for the out-of-control inflation. I believe they are artificially holding down the numbers to only 8.3 percent.

When I talk to people back home, particularly on housing, particularly on used cars, to a certain extent on food, I think those numbers are artificially low. I think it is higher than that.

People say: What can we do to get things back to where they should be? We just have to work our way back from that level of irresponsibility. Right now we are working on the budget for calendar year 2023. In that budget we have a 13.5 percent increase in nondefense discretionary spending. The days of 13.5 percent increases have got to be over. That number has to be reduced to zero, and I mean zero for defense as well.

We all know there are things in the defense budget that—at least rumors are—that are done more to benefit the people who are making the equipment than are actually going to be helpful in an all-out war.

My suggestion is for both sides to agree that inflation is out of control. To recognize the only way to get it under control is to stop having the Fed print money and to show the rest of the world that we can contain things by committing ourselves to a zero percent increase in discretionary spending for 2023.

Part of the problem here, too, by the way, is the press corps. I don't know if the press corps ever listens to us here. If the press corps wants to make a name for itself—as people with journalism degrees used to—they can do some poking around on that 8.3 percent and do their own research by talking to car dealers, by talking to people who build housing, and by talking to landlords. They can find out, is that 5.5 percent housing cost up in the last year, is that accurate, or is the government trying to pull somebody's leg? I know the answer, and it is time the press corps stops allowing people to get away with it.

Madam Speaker, the second issue that I think has been underreported is what is going on in Ukraine. We last had a briefing, for Congress collectively on Ukraine, on March 30, 2022. I want to know, and I would like to request right now of the majority party another briefing, by that I mean representatives from the Department of Defense and representatives from the State Department, to see how exactly we are going to get out of this.

I voted for more money for the plan because I felt that it is important for America to appear united, and in that vote, we knew it was going to pass. We know the majority party wanted a commitment to make sure that Ukraine was not short of munitions.

However, I think it is important for the majority party to bring representatives of the key departments before Congress as a whole. The reason I would like to talk to them is I don't think enough has been talked about this. Are they working toward ending this war or not?

We all know there are people in this building who, for whatever reason,

seem to want to heighten the tensions in the war and get more American troops over there. There are the responsible people—of which I will classify myself as one—in which they want to work toward some sort of peace treaty here before things get even more out of control.

We are dealing with a country, Russia, that has the ability to create economic havoc all over Western Europe, and, quite frankly, economic and human dislocations in the United States.

We should be briefed to see where the administration is on this topic. These are confidential briefings. In the past, I have sometimes gotten answers I like, and sometimes I have gotten answers I don't like. It would be good if the administration would hear from Congress and see what they want.

Do they want this war heightened—tensions heightened? Do they want the United States to provide troops as backup here? Do they want the administration to be working toward an end to the war?

As I said before, we are dealing with two countries who have problems. Their birth rates are low. Ukraine has the second lowest birth rate of the 100 largest countries in the world. Russia's birth rate is not that high either. Both countries have people leaving their countries, sometimes to the United States and sometimes other places.

In any event, I would like to make a request to the majority party that we, one more time, be briefed collectively to see what is going on. I think, by the way, that is something that our incurious press corps ought to be looking at as well.

Madam Speaker, the next thing I would like to address—not one of my top 20 topics—but for the mainstream media, they feel what happened January 6, 2021, is very important. It is important. We are having a committee on it.

I don't think I would rather spend my time on the committee. I would rather spend my time fighting inflation, trying to find solutions to the Ukraine problem, trying to find solutions to the border, trying to do something about the huge number of people who are dying of drug overdoses in this country.

Nevertheless, it is in the news that a committee is looking into what happened on January 6. I feel it is important to put all the cards on the table, and it is important that America know exactly all we have available to determine what happened on January 6.

A considerable time ago, me and two congressmen—8 months ago—myself, Congressman NORMAN from South Carolina, and Congressman GOHMERT from Texas wrote a letter to Merrick Garland and asked the Department of Justice to release any footage of tapes as far as what went on here that day. Unless it is going to be released, we really don't know all we should know.

I am sure there are both Democrats and Republicans who would like to

know all we have as far as what actually happened that day. What tapes were available because they are taking picture of us all the time from this building.

To my dismay, 8 months later, the Department of Justice has still not answered our plea for these tapes. Eventually it gets beyond the idea of just we want everything to be available, people begin to think that the Department of Justice is hiding something.

Madam Speaker, I will make the request verbally and eventually follow up with some sort of written document asking the Department of Justice to release all the video footage of what happened in and around this building on January 6. I think until it is released there are going to be members of the public who believe that something is being hidden that day. Right now it is part of this country's history, but I see no reason to continue this game of not allowing the American public to know what the Justice Department must already know about what happened that day.

By the way, I also feel if Congresswoman CHENEY wants to be a little bit of an asset on that committee because she has a bigger mouthpiece than myself, she could demand and create a little bit of a raucous on that committee and demand to see all these tapes, so we know who really was behind things and what to make of various theories that are out there.

□ 2150

That is another issue that the press corps back in the good old days, where they liked to report on what is going on in this country, would routinely be against secrecy in government and would demand that those tapes be released. I do not know where the press corps is. They have the potential to improve this country, but they don't like to get out there and apparently inform the people. And they are not adequately skeptical of people in power.

Now I will address another issue that I think the press corps ought to be picking up and the American public ought to know more about. I have addressed COVID many times. Over 1 million people have died. When COVID broke, several briefings were held for all Congressmen and others for the Oversight and Reform Committee on which I serve. I would bet in the first 3 months of the COVID crisis I must have attended five or six hearings in which I had a chance to talk to the relative experts, Anthony Fauci and others, about COVID.

Then we switched to an isolated, small subcommittee where only a small fraction of the people in this Congress got a chance to ask questions. And at that time, with the rest of us left out, I think there are a lot of topics that the press should be looking into that we would have a chance to ask questions about but are not being asked.

As I said, when over 1 million Americans have died, I would think the press

would express an interest. I, many times before, have stood at this microphone and talked about the benefits of vitamin D, and experts beginning two Septembers ago, well before the vaccine was even released, were putting papers out there saying how much vitamin D could prevent deaths. Now people who don't like to push vitamin D will say that the studies out there only show correlation, not causation. But the same thing could be said about other things that clearly are connected with COVID deaths.

Recently, Dr. Amiel Dror of Israel found that people with vitamin D levels under 20 nanograms per milliliter were 11 times more likely to die than people who weren't.

Isn't that something interesting?

Can you imagine, Madam Speaker, how many less people would have died if the public health establishment and the medical establishment had pushed vitamin D initially?

This study is interesting and consistent with prior studies.

Where is the medical establishment?

Where is the public health establishment in either pushing vitamin D or apologizing for not pushing it in the past?

By the way, when calculating vitamin D deficiency—which they are calculating at 20 nanograms per milliliter, not very much—84 percent—I don't like talking about race; I don't think America is this horrible racist country that some people on the other side of the aisle claim—but when calculating vitamin D deficiency, about 84 percent of Blacks in the country are vitamin D deficient compared to 35 percent of Whites. Blacks are 70 percent more likely to die of COVID. Every expert I have talked to believes the reason of heightened deaths in the Black community is the result of a lack of vitamin D.

By the way, it is even higher among Native Americans.

I do not know why the public health establishment and the politicians have not gone out of their way to share these numbers with people of color. All Americans should have been alerted to the benefit of vitamin D. All people over age 60 should have been given a vitamin D test to see if they were under that 20 nanograms threshold. I think anyone of color regardless of age should be given the test. But for whatever reason, no money was put into this, not a lot was publicized.

One million Americans died. Black Americans were 70 percent more likely to die than White Americans, and nothing was done. I think that is a scandal. I think we ought to have more hearings before Congress collectively so we can have a chance to ask the public health establishment why they were dropping the ball here.

I think the American press corps—which was asleep at the switch here—should have been publicizing these numbers a lot more. And the American press corps should have been out there

asking questions to Anthony Fauci and the other bureaucrats as to why it was not more publicized and why didn't they specifically highlight the increased number of deaths among people of color.

I personally believe if it was the other way around, they might have been a little bit more forthright in explaining what is going on and the degree to which a lack of vitamin D correlated with additional deaths from COVID.

One other thing for the subcommittee to look at, if they get done talking about vitamin D, now that COVID is a lot less likely to lead to death, recently a new drug called Paxlovid was introduced. You can get a 5-day dosage of that drug, which is recommended, for \$530. It is not cheap. Pfizer right now, I am told, expects to earn \$27 billion dollars in sales from Paxlovid—\$27 billion. That is a lot of money. They made a lot of money on other things as well on the COVID. When you are talking about making \$27 billion on a drug, just a few little pills, a 5-day dosage, \$530, I would think the subcommittee would want to look into that and see if there is an excessive amount of money being charged for that drug. I would think the slumbering press ought to be looking into it as well.

Twenty-seven billion dollars in sales?

That is what it says.

So if anybody out there wants to find something to talk about rather than some of the trivial issues that dominate our newspapers, they can look into the rich and powerful one more time and see whether the payment for Paxlovid are a little bit excessive.

The final topic tonight is a topic that is no secret but right now people are planning for the next session and seeing what problems in America we should address.

I personally have been outspoken. I think one problem that needs immediate attention is what is going on at the border. We also have to do something to make sure that we don't wind up in a more serious war with Ukraine or a war with China. These are vitally important.

But in the long run, the future of America comes down to its moral fiber. This country has since the mid 1960s strongly subsidized or strongly discriminated against the American nuclear family.

We know that Karl Marx—and there are a surprising number of academics in America who are drawn to socialism—Karl Marx felt in order for socialism to exist, you had to get rid of the family. We all know that in the last election Black Lives Matter was a powerful group and that Blacks Lives Matter, the founders anyway, were opposed to the traditional American nuclear family—or as they describe it, the Western prescribed nuclear family, which is a lie by the way. We have nuclear families in countries that are not Western countries. There are nuclear

families all over Latin America, sub-Saharan Africa, and Asia. But, in any event, it is apparent that powerful groups in this country want to destroy the nuclear family. And probably no policy did more to aid in the destruction of the American family than Lyndon Johnson's war on the family. I think he called it the War on Poverty, but it was really the war on the family is what it amounted to.

I hope after almost 60 years or approaching 60 years after the war on the family and the huge expansion of the welfare state that this Congress would begin to address the discrimination against the traditional family.

Madam Speaker, if you look at the welfare programs—whatever program that you look at, be it health insurance, be it SNAP, but be it WIC, be it the earned income tax credit—which was a very anti-marriage program which was actually initiated by a Republican—all low-income housing, daycare, TANF, Pell grants, and other provisions—program after program after program—are designed to take tax dollars from the traditional family and give it more to other families. It is no problem to help everybody, but I think when you clearly set up programs designed not to go to the nuclear family, you are discriminating against them.

Madam Speaker, I yield back the balance of my time.

ADJOURNMENT

The SPEAKER pro tempore. Pursuant to section 11(b) of House Resolution 188, the House stands adjourned until 10 a.m. tomorrow for morning-hour debate and noon for legislative business.

Thereupon (at 10 p.m.), under its previous order, the House adjourned until tomorrow, Tuesday, June 14, 2022, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

EC-4329. A letter from the Senior Bureau Official, Bureau of Legislative Affairs, Department of State, transmitting a determination under section 506(a)(1) of the Foreign Assistance Act of 1961 (FAA) to Provide Military Assistance to Ukraine; to the Committee on Foreign Affairs.

EC-4330. A letter from the Senior Bureau Official, Bureau of Legislative Affairs, Department of State, transmitting a Memorandum of Justification for the Drawdown Under Section 506(a)(1) of the Foreign Assistance Act of 1961 to Provide Immediate Assistance to Ukraine; to the Committee on Foreign Affairs.

EC-4331. A letter from the Assistant Secretary for Legislation, Department of Health and Human Services, transmitting the Department's Office of Inspector General Semiannual Report to Congress for the period ending March 31, 2022; to the Committee on Oversight and Reform.

EC-4332. A letter from the President and Chair, Board of Directors, Export-Import

Bank of the United States, transmitting the Bank's FY 2023 Annual Performance Plan and FY 2023 Annual Performance Report to Congress, pursuant to 12 U.S.C. 635g(a); July 31, 1945, ch. 341, Sec. 8(a) (as amended by Public Law 93-646, Sec. 10); (88 Stat. 2336) and 31 U.S.C. 1115(b); Public Law 111-352, Sec. 3; (124 Stat. 3867); to the Committee on Oversight and Reform.

EC-4333. A letter from the Board Chairman and Chief Executive Officer, Farm Credit Administration, transmitting the Administration's semiannual report prepared by the Inspector General for the period of October 1, 2021 through March 31, 2022; to the Committee on Oversight and Reform.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. DEFAZIO: Committee on Transportation and Infrastructure. H.R. 7211. A bill to amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act, review a final rule of the Federal Emergency Management Agency, and for other purposes (Rept. 117-360). Referred to the Committee of the Whole House on the state of the Union.

Mr. NADLER: Committee on the Judiciary. H.R. 7072. A bill to amend title 18, United States Code, to modify delayed notice requirements, and for other purposes, with an amendment (Rept. 117-361). Referred to the Committee of the Whole House on the state of the Union.

Mr. DEFAZIO: Committee on Transportation and Infrastructure. H.R. 6270. A bill to direct the Secretary of Transportation to establish a pilot program to provide grants related to advanced air mobility infrastructure, and for other purposes, with an amendment (Rept. 117-362). Referred to the Committee of the Whole House on the state of the Union.

Mr. DEFAZIO: Committee on Transportation and Infrastructure. H.R. 2020. A bill to provide for an online repository for certain reporting requirements for recipients of Federal disaster assistance, and for other purposes (Rept. 117-363, Pt. 1). Referred to the Committee of the Whole House on the state of the Union.

Mr. PALLONE: Committee on Energy and Commerce. H.R. 7666. A bill to amend the Public Health Service Act to reauthorize certain programs relating to mental health and substance use disorders, and for other purposes, with an amendment (Rept. 117-364, Pt. 1). Referred to the Committee of the Whole House on the state of the Union.

Mr. PALLONE: Committee on Energy and Commerce. H.R. 5585. A bill to establish the Advanced Research Projects Agency-Health, and for other purposes; with an amendment (Rept. 117-365). Referred to the Committee of the Whole House on the state of the Union.

Mr. DESAULNIER: Committee on Rules. House Resolution 1170. Resolution providing for consideration of the bill (H.R. 2543) to amend the Federal Reserve Act to add additional demographic reporting requirements, to modify the goals of the Federal Reserve System, and for other purposes; providing for consideration of the bill (H.R. 2773) to amend the Pittman-Robertson Wildlife Restoration Act to make supplemental funds available for management of fish and wildlife species of greatest conservation need as determined by State fish and wildlife agencies, and for other purposes; providing for consideration of the bill (H.R. 7606) to establish the Office of the Special Investigator for Competition

Matters within the Department of Agriculture; and for other purposes (Rept. 117-366). Referred to the House Calendar.

DISCHARGE OF COMMITTEE

Pursuant to clause 2 of rule XIII, the Committees on Small Business and Financial Services discharged from further consideration. H.R. 2020 referred to the Committee of the Whole House on the state of the Union.

Pursuant to clause 2 of rule XIII, the Committee on the Judiciary discharged from further consideration. H.R. 7666 referred to the Committee of the Whole House on the state of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Ms. OMAR (for herself, Mr. PHILIPS, Ms. MCCOLLUM, Mr. EMMER, Ms. CRAIG, Mrs. FISCHBACH, and Mr. STAUBER):

H.R. 8025. A bill to designate the facility of the United States Postal Service located at 100 South 1st Street in Minneapolis, Minnesota, as the "Martin Olav Sabo Post Office"; to the Committee on Oversight and Reform.

By Ms. OMAR (for herself, Mr. PHILIPS, Ms. MCCOLLUM, Mr. EMMER, Ms. CRAIG, Mrs. FISCHBACH, and Mr. STAUBER):

H.R. 8026. A bill to designate the facility of the United States Postal Service located at 825 West 65th Street in Minneapolis, Minnesota, as the "Charles W. Lindberg Post Office"; to the Committee on Oversight and Reform.

By Mr. BACON (for himself, Mr. C. SCOTT FRANKLIN of Florida, Mr. LAMB, and Mr. CARBAJAL):

H.R. 8027. A bill to establish within the Executive Office of the President a Technology Competitiveness Council; to the Committee on Science, Space, and Technology.

By Mr. BAIRD:

H.R. 8028. A bill to direct the Secretary of Homeland Security to transfer, without reimbursement, materials to construct roadways and physical barriers along the Southern border of the United States to the governments of the States in which such materials are located, and for other purposes; to the Committee on Homeland Security.

By Mr. BANKS:

H.R. 8029. A bill to require the placement of Taiwan in Country Group A:5 for purposes of the strategic trade authorization license exception under the Export Administration Regulations; to the Committee on Foreign Affairs.

By Mrs. BOEBERT (for herself, Mr. GOSAR, Mr. NEHLS, Mrs. MILLER of Illinois, Mr. BISHOP of North Carolina, Mr. POSEY, Mr. NORMAN, Mr. CLYDE, Mr. HIGGINS of Louisiana, and Mr. MOORE of Alabama):

H.R. 8030. A bill to require the Assistant Secretary for the Countering Weapons of Mass Destruction Office of the Department of Homeland Security to treat illicit fentanyl as a weapon of mass destruction, and for other purposes; to the Committee on Homeland Security.

By Mr. FALLON (for himself, Mr. JACKSON, Mr. SESSIONS, Mr. ELLZEY, Mr. WEBER of Texas, Mr. DONALDS, Mrs. CAMMACK, Mr. GARBARINO, Mr. BABIN, and Mr. NEHLS):

H.R. 8031. A bill to amend the Federal Election Campaign Act of 1971 to prohibit certain

political committees from compensating an immediate family member of the candidate for services provided to or on behalf of the committee, to require such committees to report on payments made to immediate family members of the candidate, and for other purposes; to the Committee on House Administration.

By Mr. FITZPATRICK (for himself and Mr. GOTTHEIMER):

H.R. 8032. A bill to encourage the extraction and processing of rare earth metals in the United States, and for other purposes; to the Committee on Armed Services, and in addition to the Committees on Natural Resources, Ways and Means, and Foreign Affairs, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. GARAMENDI (for himself and Mr. BROWN of Maryland):

H.R. 8033. A bill to require that certain aspects of bridge projects be carried out by certified contractors, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. GIBBS (for himself and Mr. CLYDE):

H.R. 8034. A bill to amend the Defense Production Act of 1950 to prohibit the use of certain authorities under that Act with respect to solar photovoltaic modules and module components, and for other purposes; to the Committee on Financial Services.

By Mr. HARDER of California (for himself and Ms. HERRERA BEUTLER):

H.R. 8035. A bill to require the standardization of reciprocal fire suppression cost share agreements, and for other purposes; to the Committee on Natural Resources, and in addition to the Committees on Agriculture, Armed Services, and Science, Space, and Technology, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. HILL (for himself, Mr. MCHENRY, Mr. LUCAS, Mr. SESSIONS, Mr. LUETKEMEYER, Mr. HUIZENGA, Mrs. WAGNER, Mr. BARR, Mr. WILLIAMS of Texas, Mr. EMMER, Mr. BUDD, Mr. GONZALEZ of Ohio, Mr. ROSE, Mr. STEIL, Mr. TIMMONS, Mr. NORMAN, Mr. POSEY, and Mr. TAYLOR):

H.R. 8036. A bill to extend the National Flood Insurance Program, and for other purposes; to the Committee on Financial Services.

By Mr. ISSA:

H.R. 8037. A bill to amend the Homeland Security Act of 2002 to provide eligibility to elementary and secondary schools for certain security grants for target hardening and other security enhancements to protect against terrorist attacks, and for other purposes; to the Committee on Homeland Security, and in addition to the Committee on Education and Labor, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. JOHNSON of South Dakota (for himself, Ms. SPANBERGER, Mrs. BICE of Oklahoma, and Ms. SCHRIER):

H.R. 8038. A bill to authorize the Food and Drug Administration to require manufacturers of infant formula to warn about a discontinuance or interruption in the production of infant formula, and for other purposes; to the Committee on Energy and Commerce.

By Mr. KELLY of Mississippi:

H.R. 8039. A bill to amend title 10, United States Code, to expand the period during

which days of service on active duty or of performance of active service reduce the age of eligibility for members of the Ready Reserve for retired or retainer pay, and for other purposes; to the Committee on Armed Services.

By Ms. LEE of California (for herself, Mr. POCAN, Mr. GRIJALVA, Ms. JAYAPAL, Ms. NORTON, Ms. SCHAKOWSKY, Mr. BLUMENAUER, Mr. MCGOVERN, Mrs. WATSON COLEMAN, and Ms. OMAR):

H.R. 8040. A bill to reduce the amount authorized to be appropriated for the Department of Defense for fiscal year 2023, and for other purposes; to the Committee on Armed Services.

By Mr. MAST (for himself, Mr. BANKS, Mr. WILSON of South Carolina, and Mr. TIFFANY):

H.R. 8041. A bill to provide authorities to prohibit the provision of services by social media platforms to individuals and entities on the Specially Designated Nationals List and certain officials and other individuals and entities of the People's Republic of China, and for other purposes; to the Committee on Foreign Affairs.

By Mr. NEHLS (for himself, Mrs. BOEBERT, Mr. BROOKS, Mr. CLYDE, Mr. LAMALFA, Mr. PERRY, and Mr. STEUBE):

H.R. 8042. A bill to direct the Secretary of Transportation to rescind certain no fly zone restrictions, and for other purposes; to the Committee on Transportation and Infrastructure.

By Ms. NORTON:

H.R. 8043. A bill to authorize grantees of Department of Justice grants to set up task forces on policing in local communities, and for other purposes; to the Committee on the Judiciary.

By Mr. PERRY (for himself, Mrs. MILLER of Illinois, Mrs. BOEBERT, and Mr. GOHMERT):

H.R. 8044. A bill to amend the Defense Production Act of 1950 to prohibit the President from making provision for the purchase of solar panels under the authority of such Act, and for other purposes; to the Committee on Financial Services.

By Mr. PFLUGER (for himself, Mr. NEWHOUSE, Mr. CUELLAR, and Mr. VICENTE GONZALEZ of Texas):

H.R. 8045. A bill to amend the Energy Act of 2020 to alter the criteria for the designation of critical minerals; to the Committee on Natural Resources.

By Mr. RUIZ (for himself, Mr. GALLEGO, Mr. GRIJALVA, and Ms. LOFGREN):

H.R. 8046. A bill to establish the César E. Chávez and the Farmworker Movement National Historical Park in the States of California and Arizona, and for other purposes; to the Committee on Natural Resources.

By Mr. SHERMAN:

H.R. 8047. A bill to require the Secretary of the Treasury to mint coins in commemoration of the 2028 Olympic and Paralympic Games in Los Angeles, California; to the Committee on Financial Services.

By Mr. TRONE (for himself, Mrs. BICE of Oklahoma, and Mr. MELJER):

H.R. 8048. A bill to develop and implement national standards for the use of solitary confinement in correctional facilities, and for other purposes; to the Committee on the Judiciary.

By Mr. PAYNE (for himself, Mr. DANNY K. DAVIS of Illinois, Ms. NORTON, Mr. COHEN, and Mr. CARSON):

H. Res. 1171. A resolution supporting the designation of the week of June 13 through June 19, 2022, as "National Men's Health Week"; to the Committee on Oversight and Reform.

By Mr. RYAN:

H. Res. 1172. A resolution expressing that fentanyl is a weapon of mass destruction; to the Committee on Energy and Commerce, and in addition to the Committee on Homeland Security, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause 7 of rule XII of the Rules of the House of Representatives, the following statements are submitted regarding the specific powers granted to Congress in the Constitution to enact the accompanying bill or joint resolution.

By Ms. OMAR:

H.R. 8025.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8

By Ms. OMAR:

H.R. 8026.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8

By Mr. BACON:

H.R. 8027.

Congress has the power to enact this legislation pursuant to the following:

The United States Constitution Article I, Section 8, Clause 18:

"... To make all Laws which shall be necessary and proper for carrying into Execution the foregoing Powers..."

By Mr. BAIRD:

H.R. 8028.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8, Clause 18 of the United States Constitution which grants Congress the authority to make all Laws which shall be necessary and proper for carrying into Execution the foregoing Powers, and all other Powers vested by this Constitution in the Government of the United States, or in any Department or Officer thereof.

By Mr. BANKS:

H.R. 8029.

Congress has the power to enact this legislation pursuant to the following:

The constitutional authority of Congress to enact this legislation is provided by Article I, section 8 of the United States Constitution, specifically clause 18 (relating to the power to make all laws necessary and proper for carrying out the powers vested in Congress).

By Mrs. BOEBERT:

H.R. 8030.

Congress has the power to enact this legislation pursuant to the following:

Article 1 Section 8: The Congress shall have Power To lay and collect Taxes, Duties, Imposts and Excises, to pay the Debts and provide for the common Defence and general Welfare of the United States; but all Duties, Imposts and Excises shall be uniform throughout the United States;

By Mr. FALLON:

H.R. 8031.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the United States Constitution

By Mr. FITZPATRICK:

H.R. 8032.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section VIII

By Mr. GARAMENDI:

H.R. 8033.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 1 and Clause 3 of the Constitution

By Mr. GIBBS:

H.R. 8034.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8, Clause 1 of the Constitution of the United States

By Mr. HARDER of California:

H.R. 8035.

Congress has the power to enact this legislation pursuant to the following:

U.S. Const. art. I, Sec. 8

By Mr. HILL:

H.R. 8036.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8 of the U.S. Constitution

By Mr. ISSA:

H.R. 8037.

Congress has the power to enact this legislation pursuant to the following:

This bill is enacted pursuant to Article I, Section 8, Clause 18 of the Constitution of the United States.

By Mr. JOHNSON of South Dakota:

H.R. 8038.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8, Clause 3

By Mr. KELLY of Mississippi:

H.R. 8039.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, clause 12 provides Congress with the power to raise and support armies, and provide and maintain a navy.

By Ms. LEE of California:

H.R. 8040.

Congress has the power to enact this legislation pursuant to the following:

Article 1 Section 8 of the United States Constitution

By Mr. MAST:

H.R. 8041.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18 of the United States Constitution.

By Mr. NEHLS:

H.R. 8042.

Congress has the power to enact this legislation pursuant to the following:

The Congress shall have the Power to lay and collect Taxes, Duties, Imposts and Excises to pay the Debts and provide for the common Defence and general welfare of the United States; but all Duties, Imposts and Excises shall be uniform throughout the United States;

By Ms. NORTON:

H.R. 8043.

Congress has the power to enact this legislation pursuant to the following:

clause 18 of section 8 or article I of the Constitution.

By Mr. PERRY:

H.R. 8044.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the United States Constitution

By Mr. PFLUGER:

H.R. 8045.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section VIII

By Mr. RUIZ:

H.R. 8046.

Congress has the power to enact this legislation pursuant to the following:

clause 18 of section 8 of article I of the Constitution

By Mr. SHERMAN:

H.R. 8047.

Congress has the power to enact this legislation pursuant to the following:

The power granted to Congress under Article I, Section 8, Clauses 1 and 18 of the United States Constitution.

By Mr. TRONE:

H.R. 8048.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the Constitution of the United States.

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions, as follows:

H.R. 282: Miss GONZÁLEZ-COLÓN.
H.R. 393: Ms. HOULAHAN.
H.R. 413: Mr. GRIFFITH.
H.R. 426: Mr. HUIZENGA, Mr. ELLZEY, and Mr. COLE.
H.R. 705: Mr. SMITH of Missouri, Mr. GRIFFITH, Mr. AUSTIN SCOTT of Georgia, Mr. CLINE, Mr. STELL, Mr. MULLIN, Mr. JOHNSON of Louisiana, and Mr. GOODEN of Texas.
H.R. 750: Mr. DUNN.
H.R. 761: Mr. GOLDEN.
H.R. 911: Mr. BILIRAKIS.
H.R. 959: Mr. LYNCH.
H.R. 1011: Mr. JACKSON.
H.R. 1080: Mr. FALLON.
H.R. 1179: Ms. MENG, Mr. OBERNOLTE, Mr. GRIJALVA, and Mr. MCEACHIN.
H.R. 1282: Ms. BARRAGÁN and Ms. LOFGREN.
H.R. 1518: Mr. SMITH of Nebraska.
H.R. 1587: Mr. BACON.
H.R. 1704: Mr. MICHAEL F. DOYLE of Pennsylvania.
H.R. 1829: Mr. OWENS.
H.R. 1946: Ms. SLOTKIN and Mr. ELLZEY.
H.R. 2082: Mr. NEGUSE.
H.R. 2187: Ms. HERRERA BEUTLER and Mr. NEHLS.
H.R. 2244: Ms. WEXTON.
H.R. 2252: Mrs. DEMINGS.
H.R. 2280: Ms. MOORE of Wisconsin and Mrs. WATSON COLEMAN.
H.R. 2283: Mr. GALLEGO.
H.R. 2294: Mr. GRAVES of Louisiana.
H.R. 2303: Mr. PHILLIPS.
H.R. 2335: Mr. GOLDEN.
H.R. 2337: Miss RICE of New York.
H.R. 2374: Mrs. LESKO.
H.R. 2505: Ms. DEGETTE.
H.R. 2517: Mr. CLEAVER.
H.R. 2578: Mr. STEUBE.
H.R. 2654: Mr. KATKO and Ms. CLARKE of New York.
H.R. 2759: Mr. SMITH of Nebraska.
H.R. 2764: Mr. LEVIN of California.
H.R. 2807: Ms. CRAIG.
H.R. 2820: Mr. PHILLIPS.
H.R. 2920: Mr. CROW.
H.R. 3015: Ms. WILLIAMS of Georgia.
H.R. 3159: Mr. KHANNA.
H.R. 3185: Mr. JACOBS of New York.
H.R. 3287: Mr. CARTWRIGHT and Ms. HOULAHAN.
H.R. 3294: Ms. WILD, Mr. PHILLIPS, Mr. DEUTCH, Mrs. LEE of Nevada, and Mr. LAMB.
H.R. 3352: Mr. SWALWELL, Ms. ADAMS, Mrs. CAROLYN B. MALONEY of New York, and Mr. GONZALEZ of Ohio.
H.R. 3353: Mr. CASTEN.
H.R. 3425: Mr. NORMAN and Mr. SMITH of Missouri.
H.R. 3446: Mr. CORREA.
H.R. 3452: Mr. WELCH.
H.R. 3465: Mr. HERN.
H.R. 3509: Ms. MCCOLLUM and Ms. SHERRILL.
H.R. 3753: Mr. POCAN.
H.R. 3881: Mr. TAKANO.
H.R. 3932: Mr. O'HALLERAN, Mr. VAN DREW, Mr. TONKO, and Mr. KATKO.

H.R. 3962: Mr. FALLON.
H.R. 3988: Mr. JONES.
H.R. 4077: Ms. WILLIAMS of Georgia and Ms. ESCOBAR.
H.R. 4140: Mr. GOTTHEIMER.
H.R. 4176: Mr. CROW.
H.R. 4239: Ms. KUSTER.
H.R. 4268: Mr. MCGOVERN and Mr. CARTWRIGHT.
H.R. 4277: Mrs. TRAHAN.
H.R. 4390: Mr. CORREA and Mr. MCGOVERN.
H.R. 4395: Ms. PLASKETT.
H.R. 4410: Mr. GOTTHEIMER.
H.R. 4411: Mr. KILMER.
H.R. 4423: Mr. FOSTER, Ms. JACKSON LEE, and Mr. KRISHNAMOORTHY.
H.R. 4587: Ms. NEWMAN and Mrs. CAMMACK.
H.R. 4601: Ms. CHENEY.
H.R. 4603: Mr. HIGGINS of New York.
H.R. 4759: Mr. EVANS.
H.R. 4772: Mr. LEVIN of Michigan and Mr. KILMER.
H.R. 4805: Mr. MCEACHIN.
H.R. 4943: Ms. ROYBAL-ALLARD.
H.R. 4944: Ms. ROYBAL-ALLARD.
H.R. 4965: Mr. CASTEN.
H.R. 4990: Mr. O'HALLERAN.
H.R. 5227: Mr. BUTTERFIELD.
H.R. 5244: Mr. GRIJALVA, Ms. VELÁZQUEZ, and Mr. RESCHENTHALER.
H.R. 5338: Mr. LEVIN of Michigan.
H.R. 5654: Mr. MFUME.
H.R. 5726: Mr. PAYNE.
H.R. 5756: Mr. CARTWRIGHT.
H.R. 5761: Ms. SALAZAR.
H.R. 5774: Miss GONZÁLEZ-COLÓN.
H.R. 5823: Mr. POCAN.
H.R. 5828: Mr. HILL.
H.R. 6059: Ms. STANSBURY.
H.R. 6186: Mr. RESCHENTHALER.
H.R. 6235: Mr. MEUSER, Mr. STEUBE, Mr. THOMPSON of Pennsylvania, Mr. HARRIS, and Mr. COLE.
H.R. 6314: Mr. BUDD.
H.R. 6394: Mr. SWALWELL, Ms. HOULAHAN, and Mr. HIGGINS of New York.
H.R. 6398: Mr. MCGOVERN.
H.R. 6571: Mr. NORMAN, Mr. GARAMENDI, and Mr. GUEST.
H.R. 6590: Mr. BACON.
H.R. 6624: Mr. FALLON.
H.R. 6629: Ms. MALLIOTAKIS, Mr. MEIJER, and Mr. KUSTOFF.
H.R. 6659: Mr. NEGUSE.
H.R. 6784: Mrs. LESKO.
H.R. 6852: Mr. SCHNEIDER, Mr. QUIGLEY, Mr. HUDSON, and Mrs. LESKO.
H.R. 6913: Mr. NORMAN.
H.R. 6941: Ms. STANSBURY.
H.R. 6945: Mr. RUTHERFORD.
H.R. 7073: Mr. CAREY, Ms. ROYBAL-ALLARD, Mr. FERGUSON, and Mr. O'HALLERAN.
H.R. 7109: Ms. STEFANIK and Mr. CUELLAR.
H.R. 7194: Mr. MEUSER.
H.R. 7203: Mr. JOHNSON of Ohio.
H.R. 7211: Mr. TRONE.
H.R. 7223: Mr. ROY, Mr. FALLON, Mr. JACKSON, Mr. LAMBORN, and Mr. TORRES of New York.
H.R. 7255: Mr. JACOBS of New York and Mr. HARDER of California.
H.R. 7283: Ms. DEGETTE.
H.R. 7294: Mr. DONALDS.
H.R. 7302: Mr. CARTER of Texas.
H.R. 7382: Mr. BURCHETT, Mr. SMITH of Nebraska, Mr. EVANS, Mr. KELLER, Ms. HOULAHAN, Mr. SHERMAN, Mrs. KIM of California, Mr. RESCHENTHALER, Ms. HERRERA BEUTLER, Mr. BRENDAN F. BOYLE of Pennsylvania, Mr. PERRY, Mr. FALLON, Mr. KIND, Mr. GOLDEN, Mr. SESSIONS, and Mr. MURPHY of North Carolina.
H.R. 7398: Mr. DEFazio.
H.R. 7455: Mr. LAMALFA.
H.R. 7462: Mr. BAIRD, Mr. BARR, Ms. CHENEY, Mrs. LESKO, Mr. BUCSHON, and Mr. ARMSTRONG.
H.R. 7479: Mr. JOYCE of Ohio.

H.R. 7480: Mrs. BOEBERT.
H.R. 7524: Mr. WENSTRUP and Mr. KILDEE.
H.R. 7555: Mr. PAPPAS, Mr. MOULTON, and Mr. AUCHINCLOSS.
H.R. 7591: Ms. NEWMAN and Ms. SCHKOWSKY.
H.R. 7635: Mr. FALLON.
H.R. 7642: Mrs. NAPOLITANO and Mr. LOWENTHAL.
H.R. 7656: Mr. BABIN.
H.R. 7660: Mr. KILMER.
H.R. 7675: Mr. GOTTHEIMER.
H.R. 7680: Mr. BUDD.
H.R. 7696: Mr. MCGOVERN.
H.R. 7699: Mr. GIBBS.
H.R. 7705: Mrs. HINSON, Ms. TENNEY, Mr. SIMPSON, and Mr. MCKINLEY.
H.R. 7709: Ms. CHU and Mr. LARSEN of Washington.
H.R. 7738: Mr. STEUBE.
H.R. 7744: Ms. BLUNT ROCHESTER and Ms. NEWMAN.
H.R. 7758: Mrs. WAGNER.
H.R. 7760: Mr. BABIN.
H.R. 7765: Mr. GOTTHEIMER.
H.R. 7769: Mr. PRICE of North Carolina.
H.R. 7773: Mr. CLEAVER, Mr. RUTHERFORD, and Mr. HARDER of California.
H.R. 7779: Mr. VAN DREW, Mr. BABIN, and Mr. DIAZ-BALART.
H.R. 7798: Mr. DONALDS.
H.R. 7816: Mr. BABIN.
H.R. 7830: Mr. BABIN and Mr. VALADAO.
H.R. 7832: Mr. DESAULNIER and Mr. HARDER of California.
H.R. 7835: Mr. FALLON and Mr. CRAWFORD.
H.R. 7847: Mr. DESAULNIER.
H.R. 7851: Mr. VAN DREW, Mr. BABIN, and Mr. DIAZ-BALART.

H.R. 7886: Mr. GIBBS.
H.R. 7887: Mr. GIBBS.
H.R. 7925: Mr. LEVIN of California.
H.R. 7935: Ms. TITUS and Mr. SIRES.
H.R. 7942: Mr. STEUBE, Mr. FALLON, Mr. JACOBS of New York, and Mr. CRENSHAW.
H.R. 7945: Mr. COOPER, Mr. CARBAJAL, Mr. LEVIN of California, and Mr. ALLRED.
H.R. 7961: Mr. SUOZZI.
H.R. 7966: Mr. CARTER of Georgia, Ms. VAN DUYN, Mr. BUCHANAN, Mr. FALLON, Mr. PFLUGER, Ms. LETLOW, Mr. MCHENRY, Ms. HERRELL, and Mr. JOHNSON of South Dakota.
H.R. 7988: Mr. KHANNA and Mr. GARCIA of California.
H.R. 7991: Mr. GREEN of Tennessee and Mr. BABIN.
H.R. 7992: Ms. OCASIO-CORTEZ.
H.R. 7997: Mr. DIAZ-BALART and Mrs. MURPHY of Florida.
H.R. 7999: Mr. BUCK.
H.R. 8001: Mr. FULCHER and Mr. BILIRAKIS.
H.R. 8005: Mr. LARSEN of Washington and Mrs. NAPOLITANO.
H.R. 8006: Mr. SMITH of Nebraska.
H.R. 8007: Mr. NADLER, Mr. POCAN, and Ms. MCCOLLUM.
H.J. Res. 3: Mrs. BICE of Oklahoma.
H.J. Res. 51: Mr. MCKINLEY.
H.J. Res. 53: Mr. MRVAN, Mr. SWALWELL, Ms. JAYAPAL, Mr. CICILLINE, Mr. TONKO, Mr. SUOZZI, Mrs. FLETCHER, and Mr. KATKO.
H.J. Res. 68: Mrs. CAROLYN B. MALONEY of New York and Ms. TITUS.
H.J. Res. 81: Mr. RUTHERFORD.
H.J. Res. 87: Mr. GOSAR, Ms. SPEIER, and Ms. VELÁZQUEZ.
H. Con. Res. 95: Mr. JACKSON, Mr. KELLY of Mississippi, and Mr. LAMBORN.

H. Res. 744: Ms. WEXTON, Ms. JACKSON LEE, Mr. SUOZZI, Mr. SCHWEIKERT, Mr. BUCHANAN, Mr. PETERS, Mr. RASKIN, Mr. HUFFMAN, Ms. HOULAHAN, Ms. STEFANIK, Mr. GALLEGO, Mr. SMUCKER, Ms. ESHOO, Mrs. STEEL, and Mr. CORREA.
H. Res. 857: Mr. MOONEY.
H. Res. 901: Ms. PINGREE.
H. Res. 1001: Mr. MOONEY.
H. Res. 1022: Ms. SCHAKOWSKY.
H. Res. 1136: Mr. MULLIN, Mr. JOHNSON of Louisiana, Mr. ROSE, and Mr. BABIN.
H. Res. 1148: Mr. MCKINLEY, Mr. WEBER of Texas, and Mr. GIMENEZ.
H. Res. 1155: Ms. MENG, Ms. BLUNT ROCHESTER, Mr. SARBANES, Ms. BONAMICI, Mrs. BUSTOS, Ms. ROSS, Ms. WILD, Mr. KILMER, Mrs. FLETCHER, Mrs. AXNE, Ms. SLOTKIN, Mr. MORELLE, Mr. JOHNSON of Georgia, Mr. LEVIN of California, Mr. ALLRED, and Mr. AUCHINCLOSS.
H. Res. 1156: Mr. COSTA, Mr. JOHNSON of Georgia, Mr. AUCHINCLOSS, Mr. WELCH, Ms. DEAN, Mr. SUOZZI, Ms. NORTON, Mr. LANGEVIN, and Ms. ESCOBAR.
H. Res. 1165: Mr. CÁRDENAS, Ms. JACKSON LEE, Mr. SIRES, Mr. BROWN of Maryland, Ms. WILLIAMS of Georgia, Mr. DANNY K. DAVIS of Illinois, Mrs. CAROLYN B. MALONEY of New York, Mr. GALLEGO, Ms. TITUS, Mr. TONKO, Ms. MCCOLLUM, Ms. LOFGREN, Ms. SEWELL, Ms. NORTON, Mr. CARSON, Mr. TRONE, Mr. HIMES, Mr. LEVIN of Michigan, Ms. MOORE of Wisconsin, Mr. ALLRED, Mrs. TORRES of California, and Ms. BROWN of Ohio.
H. Res. 1167: Mr. MOOLENAAR, Mr. JORDAN, Mr. SCHWEIKERT, and Mr. DAVIDSON.